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Third Transcontinental Arrives at the Pacific

Arrival of President of Canadian Northern at Port Mann From Toronto Over His Own Line Marks Opening of New Road to Traffic — Felicitation at Its Completion Tempered by Doubts as to Its Necessity and Immediate Future.

The arrival of Sir William Mackenzie, President of the Canadian Northern, and a party of railway officials at Port Mann on August 27th, after a trip of 2,950 miles over the tracks of the Canadian Northern system from Toronto, marks the completion of the third Canadian transcontinental to make its Pacific terminus at a British Columbia port.

"Arrangements are now being made for operating transcontinental trains through from Toronto to Vancouver," said Sir William. "For the present, pending the completion of its own facilities, the company will use the depot and terminals of the Great Northern and will also gain access to False Creek by the Great Northern cut. We are going ahead with our plans for an underground entrance to the city, but at the present time I am not prepared to make any announcement in this respect. I expect that a decision as to the exact date for inaugurating regular through traffic will be reached shortly."

Negotiations are now proceeding with the G. N. R., the railway president stated, with the object of uniting with that line, and also with the Pacific Great Eastern, in a joint terminal station on False Creek. Preliminary plans have already been prepared, and the scheme is being given consideration by the principals of the three roads.

It is also stated that the Patricia Bay line on Vancouver Island would be proceeded with and an early start would be made on the False Creek terminals at Vancouver.

A part of the proceeds of the \$11,500,000 sale of two-year 5 per cent. notes, details of which are given in this issue, is to be used for this purpose. The Great Northern Railway announce that as soon as the plans for their False Creek terminals are approved by the head office at St. Paul, tenders will be called for. This work, it is expected, will proceed along with the work of the Canadian Northern for their joint terminals.

Although a great amount of work has yet to be done, and considerable sums of money have yet to be expended by the Canadian Northern before it can be called a through transcontinental, nevertheless it is within measurable distance of being able to handle freight and traffic from the Atlantic to the Pacific, and is in a position to build up an inter-provincial traffic which will make itself felt in every transportation centre.

While the good people of British Columbia and the Dominion as a whole are in no exultant frame of mind over the announcement of the Canadian Northern president, and the fact that he rode over his line from Toronto to Port Mann, it is, however, the conclusion of a really remarkable achievement in railroad construction. Commencing practically as a suburban line radiating from Toronto, the sponsors for the system have secured the credit of practically every Province in the Dominion and the Dominion itself as well as the resources of a large coterie of British financiers of this credit and the funds available therefrom it has spent prodigally. On several occasions the various Provinces have had to increase their respective guarantees and at length the Dominion Government, in order to insure its completion, has given its credit to the extent of \$40,000,000. The outbreak of war put a quietus on attempts of the railway to raise funds, but a further installment has been availed of through New York which will push the work an appreciable step further to completion.

During the two years of industrial and speculative reaction which have been experienced with more or less degree of severity all over the Dominion, the people of Canada have seriously considered the huge and sometimes reckless use of public credit used for the purpose of building this road. Faith in its projectors and their methods have been largely shattered. They feel that their credulity and their implicit faith in their country have been largely imposed upon. Back of this, too, is a waning faith in the necessity for its construction to handle the transportation problem of the Dominion in the immediate future. In time it will undoubtedly justify its existence; but then could it not have been built ten years later. The people of

THIRD TRANSCONTINENTAL ARRIVES AT
THE PACIFIC.

SHIFTING OF WORLD'S STOCK OF GOLD.

CANADIAN FIRE WASTE TO BE
INVESTIGATED.

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