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IN ADVANCE

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MARITIME PROVINCE RAILWAYS.

Among this week's telegrams from Ottawa is one to the effect that an arrangement has been effected whereby the Intercolonial Railway will get running rights over the Canada Atlantic when that road passes into the control of the Grand Trunk. In this way the Intercolonial will have a port on Georgian Bay, and a summer route between the Canadian North-West and the seaboard. Such an arrangement would fulfil an ideal which has been in some people's minds for a year or two past, and would assuredly extend the importance and enormously increase the popularity of "The People's Railway." Whether it would yield a dividend, government management being continued, is a separate proposition upon which we offer no opinion.

The present is perhaps a convenient moment to glance at the railways in the east of the Dominion, especially those of Nova Scotia. A recent report by the Provincial Engineer gives the following as the railways under the control of the Province of Nova Scotia:—

	Miles.
Cumberland Railway and Coal Co.....	32
Cape Breton Railway Co.....	31
Canada Coal and Railway Co.....	12
Inverness Railway and Coal Co.....	61
Midland Railway	58
Sydney and Louisburg Railway	39
Halifax and Yarmouth.....	50
Halifax and Southwestern	96
Nova Scotia Steel and Coal Co. Railway....	12½
Total	391½

Every one of these lines, with the exception of the Sydney and Louisburg (which has competition from an electric tram-line), shows considerable increases in traffic. We hear that the Cape Breton Railway Company has been granted a subsidy of \$5,000 per mile by the Nova Scotia Legislature to assist them in completing a line from St. Peter's to Louisburg on that island. The central branch of the Halifax and South-western, formerly the Nova Scotia Central, shows an increase in traffic returns of over fifty per cent. in the past ten years. Only one

passenger was injured during the year, and that was by his own act. A bill recently introduced in the Nova Scotia Legislature is intended to enable the Halifax and South-Western Railway Co. (virtually the firm of Mackenzie & Mann), to purchase the Yarmouth and Halifax, and Middleton and Victoria Beach railways, and make them a part of the Halifax and South-Western system. The Government's proposal to loan a sum of \$13,500 per mile on the Yarmouth and Halifax Railway, which runs from Yarmouth to Barrington, fifty miles, and \$10,000 per mile on the Middleton and Victoria Beach, forty miles, has been carried through the House. In each case the sums are to be secured by a first mortgage on the road. When the section between Liverpool and Barrington is built, the system will consist of a trunk line all the way from Halifax to Yarmouth, along the south shore of Nova Scotia. A despatch of last week contained the statement that the entire bond issue of \$20,000 a mile for the Nova Scotia Eastern Railway has been underwritten in London. The issue over the whole road is about \$5,000,000.

Our St. John correspondence tells of the resolution passed by the Legislature of New Brunswick requesting the Dominion Government to purchase the New Brunswick Southern Railway, running from West St. John to St. Stephen. It is about eighty miles long, and when a bridge is built across the St. Croix River will be connected with American lines running to Boston and New York. It is stated that the line does not pay, and in winter little effort is made to keep it open. But it is delicately suggested that if it were bought, and added to the Intercolonial, it *might* pay—the Dominion Government, of course, taking all risks. Exactly. And the resolution also asks the Government at Ottawa to buy the Caraquet & Gulf Shore Railway, and add it also to the Intercolonial. Presumably that line does not pay either. Is this also the reason that the Ottawa Hercules should help the Provincial waggons?

The railway men of Nova Scotia have had to contend with most trying conditions, imposed by the snow of February and March, our former advices have shown how serious was the blockade of traffic. All the railway lines in the Province have been open