

Apart from the Canadian Pacific Railway now running from the Atlantic to the Pacific across Canada, two other transcontinental lines are being constructed—the Grand Trunk Pacific and the Canadian Northern—and both these lines will be completed in time to make part of the through service. Passengers will thus have the choice of three lines for crossing the continent. An important part of the scheme is the provision that there should be through connecting service between London, Canada, Australia, and New Zealand.

Finance.

There are twelve clauses in the Bill now before the Canadian Parliament. One provides that for the purpose of incorporation the capital stock shall be \$1,000,000, but that the capital may be increased from time to time with the approval of the majority of the shareholders of the company. Another provides that the company may issue debenture stock, debenture bonds, or other securities. Obviously such a scheme as has been planned would eventually require a very large amount of capital; but the promoters claim that they have already arranged for the whole amount necessary—*i.e.*, about £5,000,000—provided that an adequate mail subvention is given for a reasonable time by the Governments interested. The amount of the total mail subventions required is estimated at about £700,000, to be contributed by the different Governments in equitable proportions. The capital, it is estimated, would provide for the construction of three fast liners of 20,000 tons for the Atlantic service and five steamers of 10,000 tons for the Pacific route.

[H.I., Vol. 4, p. 130.]

No. 171.

[News extract, 8th April, 1911.]

ALL-RED ROUTE.—IMPERIAL STEAMSHIP COMPANY'S SCHEME.—IRELAND TO AUCKLAND.

London, 24th February, 1911.

THE scheme for an all-red route was advanced another step this week, when the Parliamentary Committee at Ottawa approved the application for incorporation of the Imperial Steamship Company.

This company aims at starting a service of fast steamers between Blacksod Bay, Ireland, and Halifax, Nova Scotia. Existing and additional railways will convey passengers across Canada, and another service of 20-knot steamers from Vancouver, British Columbia, will link up Sydney, Auckland, and other Australasian ports. The company's charter empowers the promoters to run vessels between Canadian ports and all parts of the British Empire. Docks, piers, warehouses, hotels, elevators, and railways are also included in this ambitious construction programme. The nominal capital of the company is said to be £200,000; but this is, of course, a hopelessly inadequate sum, and the capital can be increased by the consent of the shareholders.

Many prominent English firms are interested in the company, including, it is said, Messrs. Swan, Hunter, and Whigan (Limited), of Newcastle-on-Tyne; Messrs. Vickers, Sons, and Maxim (Limited); Messrs. H. Houlder and Partners (Limited); Messrs. Chaplin, Milne, Grenfell, and Co.; and Messrs. William Beardmore and Co. (Limited), of Glasgow.

The company's headquarters are to be in Montreal, and the provisional board of directors contains the names of Sir Thomas Troubridge, and of Messrs. H. Houlder, Andrew Weir, John Kennedy, C. N. Armstrong, W. A. Black, and R. W. Skipwith.

[H.I., Vol. 4, p. 134.]

No. 172.

[News extract, 17th April, 1911.]

ALL-RED ROUTE.—PROGRESS OF THE MOVEMENT.

London, 3rd March, 1911.

AN important link in the chain of events connected with the establishment of an all-red route to New Zealand, through Canada, was reached last week, when it was announced that a new shipping company, to be known as the Imperial Steamship Company, had applied for incorporation to the Dominion Parliament, and that the Parliamentary Committee had signified its approval.

The company, says the *Irish Independent*, proposes to start a direct service of 25-knot steamers from Blacksod Bay, Ireland, to Halifax, whence passengers would be conveyed by the transcontinental railways to Vancouver, and shipped on the company's own 20-knot vessels to Australia and New Zealand ports. The company's nominal capital is £200,000, and the list of backers and subscribers includes many of the most prominent names in the shipping world. Messrs. Vickers, Sons, and Maxim, and Messrs. Swan, Hunter, and Co., of Wallsend-on-Tyne, are said to be largely interested in the concern. Sir Thomas Troubridge, Bart., and Messrs. H. Houlder, Andrew Weir, R. W. Skipwith, C. N. Armstrong, W. A. Black, and John Kennedy have been appointed provisional directors of the company, the headquarters of which will be in Montreal. The incorporated charter gives the company permission to purchase their own, charter, lease, and operate steamers between Canadian ports and all parts of the British Empire and foreign countries.

Rival Irish Schemes.

The *Financial Times* says it must be remembered that there are two important rivals in the field for the honour of inaugurating the all-red route, Lord Cowdray's firm, Messrs. Weetman, Pearson, and Co., being identified with a scheme for tracing the route through Galway rather than Blacksod Bay. The Midland Great Western Railway shareholders voted a contribution of £5,000 at their last general