

grown from independent, easily managed properties of a few hundred miles to vast aggregations or systems comprising many thousand miles of lines, and allying sometimes scores of different companies whose geographical location, traffic, peculiarities of construction and operation, and relations to the communities in which they exist involve endless varieties and perplexities of management ; so that the head of the system is loaded down with a tremendous burden of responsibility and labor under which mental and physical endurance frequently gives way, and which, although he may struggle on, robs life of its pleasure and makes even satisfied ambition seem a hollow mockery.

Above all, and most fatal to former peace and prosperity, state and national authorities with iron hand have seized the practical control of the railways, fixed their rates, prescribed rules for the construction and operation of the roads and their equipment, and subjected railway officials and employes, from directors down to trackwalkers, to the danger of personal punishment, even to penitentiary imprisonment, for the results of accidents which they would have risked their lives and fortunes to prevent.

Altogether the life of the railway official in these days of tremendous competition, vast systems, multiplication of duties, development of popular hostility and subjection to politically constituted authorities is not one very full of satisfaction, and those who, having experienced its burdens and disappointments, have retired to leisurely life or to the independence of private business are happier than the "railway magnates" whom the public admires and envies. The popular expression "The good Indian is the dead Indian" might be paraphrased to read, "The happiest railway manager is the ex-manager."—*Railway Age*.

The Montreal and Ottawa Railway is applying for power to increase the directors to nine and to increase the bond issue from \$15,000 to \$17,500 per mile. The extension of time for the completion of the road to 1894 is also asked for.

The C.P.R. have established a line of steamers, known as the British Columbia Steamship Company, which is to be a feeder of the ocean service of the Canadian Pacific for passengers and freight between San Francisco and British Columbia. The "West Indian" is now plying on the route. Another steamer of the line, the "East India," is expected in a few weeks, and still another vessel of the same company will soon be despatched to the coast from Liverpool.