

a great deal about the Canadian Pacific Railway, but was more than surprised with it."

"I am not in a position to speak or make any suggestions about the changes and improvements in your harbor system which are being spoken of, but we are more than sure in Minneapolis that, if Montreal is in a position to offer the necessary accommodations for the increased trade, there is a great future in store for the commercial metropolis of Canada. The "Soo" railway can on an equal basis compete with any competitors, and with the great advantages it enjoys leave them far behind."

An Inter-State Question.

THE *Financial Daily Record* says:—The Inter-State Commerce Commission has begun the hearing of a case in which the merchants and jobbers of New York city are peculiarly interested, but which will also be watched with no little attention all over the country. The questions at issue are brought before the Inter-State Commission in the shape of complaints by individual firms and mercantile bodies of New York against the Trunk line roads and their association with reference to the distinction made in the classification and the tariffs issued by the latter between car load and less than car load lots of merchandise. The New York merchants claim that no distinction should be made, or if any, a very small one between the two, or that in effect the New York wholesalers should be able to ship less than a car load on as favorable terms as a car load of any given article. The railroads besides the defence that the cost of handling less quantities than car loads is enhanced, and thereby demands a higher rate, have advanced as a matter of principle that the merchants at interior and western cities are entitled to some protection from the competition of New York houses, and this can be only obtained through the maintenance of the distinction in question. It indeed would seem that the New Yorkers are moved in the matter by a tender solicitude for their own interests as against those of the interior jobbers and wholesalers, but it will be very interesting to note whether the Inter-State Commission will be willing to consider the matter on such broad grounds. It is to be expected that the interior cities will take a hand in the question before it is definitely settled.

Ottawa to Arnprior.

THE *Ottawa Journal* says:—The project referred to recently to build the Ottawa and Arnprior railway deserves the attention and support of Ottawa. The road will not only make the richest part of Carleton county a sort of next-door garden to the city, but it will connect the city with the upper part of the Ottawa Valley independent of the C. P. R.—and without any disrespect to the C. P. R., it is always advisable to have more than one string to your bow. The proposed road would shorten the distance between Ottawa and Arnprior an hour below the Canadian Pacific route. It would bring the output of the huge Arnprior

lumber mills directly into the Canada Atlantic Railway here, and the Canada Atlantic has been of sufficient value to the city and shown itself to possess sufficient liberality and enterprise to entitle it to our good wishes. The proposed road would be a most valuable contributor to the Ottawa Valley fair, which is henceforth to be permanent in Ottawa, and this alone should be sufficient to give Ottawa a keen interest in it. With such a feeder on that side, with the already completed C. P. R., Canada Atlantic and Pontiac Pacific, and with the Gatineau Valley road and proposed Ottawa and Vandreuil line on the south shore of the Ottawa, the exhibition will indeed be a central Canadian fair, and the city become the very heart of the Ottawa Valley. So far as the Ottawa and Arnprior road is concerned so little capital is needed apparently that the scheme should not fall through for want of support. It is said half a million dollars would construct the line, and while experience proves that railways generally cost twice what is estimated, even then the undertaking is not tremendously formidable. There is a handsome profit awaiting a well-run suburban line to Deschenes Lake in the near future, let alone anything further possible to such a road as that contemplated to Arnprior, part of which possibly is the fact that the Arnprior lumbermen at present pay \$300,000 a year to the C. P. R. for export carriage of lumber at what are said to be high rates. A slight percentage of reduction of these rates would save the Arnprior men enough to pay the interest on the entire cost of construction of the proposed road; and the proposed road would eventually go beyond Arnprior to Renfrew and connect there with the Kingston and Pembroke road, giving Arnprior a route to the St. Lawrence on that side as well as this.

Ourselves as Others See Us.

JUST in order that Canadians may see what is being said about them by people abroad, we reproduce the following from a recent issue of the *Railway Register*.

It is unquestionably true that the Dominion Government would be willing to do almost anything in its power to secure the surrender of the monopoly which it granted to the Canadian Pacific Railway. This clause of the Company's charter has been the cause of a vast amount of restlessness on the part of the Province of Manitoba, and the hope, at one time indulged, that the murmuring would die out if left alone was deceptive. Instead of any cessation, the disquietude of the people has been gathering in force until there is no longer any possibility that the people will forget the cause for which they are contending.

They must be pacified, or else the Province, the Dominion and the Imperial Government will all become involved in the matter, and complications arise, the outcome of which must be disastrous. The Manitobans are in earnest in their demands for railroad competition, and have resolved to make an issue of the construction of the Red River Valley Railroad.

However, it will not do to assume that either party to this contest has a meritless

cause. There are considerations of real merit which are advanced by the Canadian Pacific on the one side and the Manitobans on the other.

The monopoly which it holds was part of the consideration for which the Canadian Pacific Railway Company extended its track far across a wild and unproductive stretch of territory, where the traffic, even if the road should secure it all, would be meagre for many years. The risk was too great to be taken without the assurance that it should have the privilege of transacting all the transportation business of that new and practically uninhabited country. If the Dominion Government wished to enjoy communication with the Pacific coast by a railway wholly within its own territory, it was bound to pay well for it, or else wait indefinitely for the time to come when the region to be traversed should present a more attractive field for the investor.

Abstractly considered, Canada had the right to create this monopoly, and may, if it have the power, maintain it. The pertinent question at this juncture is, Is it good policy to thus offend the Province of Manitoba? It is not now, and never has been, a question of authority, but rather a question of expediency.

Now, what can Canada do to allay internal dissension, and satisfy both the Canadian Pacific and the people of Manitoba? If this can be answered the problem is solved. To simply abrogate the monopoly of the railway might suit the Province, but would be clearly a gross injustice to the road. On the other hand, to continue the exclusive privilege to the company might be possible, and would be equitable, but it would alienate the people who are clamoring for railway competition.

Is it worth the effort to keep Manitoba loyal to the Dominion, or, will it serve as good a purpose to hold it in subjection by force? Is patriotism worth anything? The answer to these questions must be self-evident. It will hardly do to antagonize so influential a Province as Manitoba is, both in its location and its industries. It must be pacified. How?

There are two ways possible. The Dominion may so regulate rates on the Canadian Pacific that the vital point may be reached, which is the cheap transportation of traffic. This possibility is, however, not a probability. A road under separate, independent management is what is demanded.

A second way in which a satisfactory and just arrangement may be made is for the Dominion to purchase the Company's monopoly rights, thereby protecting it by a bonus for the loss in revenue which will follow the inauguration of unrestrained competition. This latter plan seems now to be the most feasible solution of a very vexatious problem.

Canada cannot afford to treat the Canadian Pacific unjustly, for it is one of the chief instrumentalities that are aiding in making the Dominion the power that she is, and in bringing the prosperity which she hopes to attain.

THERE are now in use on American railroads 26,415 locomotives, 19,252 passenger cars, 6,325 baggage cars, 845,914 freight cars. The total cost of this rolling stock is \$700,000,000. If made up in one train it would be 5,800 miles in length, or stretch twice across the continent.