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The Grand Trunk President.

Sir Charles Rivers-Wilson, C.B., K.C.M.G., is the son of the late Melville Wilson & was born in London, Eng., 1831. He was educated at Eton & at Balliol college, Oxford, where he took his B.A. degree. He entered the British Civil Service as a clerk of the Treasury in 1856; was Private Secretary to the Earl of Beaconsfield from 1868 to 1873; a Royal Commissioner to the Paris Exposition in 1878; & Finance Minister of Egypt, 1878 to 1879. He has been Comptroller General of the Office for the Reduction of the National Debt since 1874 & was appointed President of the G.T.R. of Canada in 1895. He holds the Medjidie order of the 1st class. He was created a C.B. in 1876 & a K.C.M.G. in 1880. He married 1st, in 1860, Caroline, daughter of R. Cook, who died; & 2nd, in 1895, the Hon. Beatrice Violet Mary Mostyn, sister of the 7th Baron Vaux of Harrowden. His principal residence is 71 Pont street, London, S.W. Eng., & he is a member of the St. James, Marlborough, Arthurs and Garrick clubs.

A U. S. View of Canadian Lines.

Lucius Tuttle, President of the Boston & Maine Ry., was recently interviewed in regard to the relations of the C.P.R. to New England interests, & said:—

"When you come to analyze this hue & cry against the C.P.R., it will be found that selfishness, pure & simple, is at the bottom of the whole business. All this talk about the Canadian Pacific having extraordinary opportunities to prey upon its American competitors, & that it is guilty of demoralizing rates, is the dust that is thrown into the eyes of our people to blind them to the motive that lies beyond.

"The assertion constantly made by the northwestern lines & those in the central & trunk line territories, to the effect that the Canadian Pacific is the only sinning party in the matter of rate reductions to the Pacific coast & intermediate points, is puerile & with no justification whatever. What have we seen within the past 20 years or more in the relation of these American lines to one another? Is it not a fact that they have come together on innumerable occasions, after rates have been whittled to the line of bankruptcy, & entered into the most solemn pledges to go back to established tariffs, only to break their word before the ink on the signatures to the agreements had had time to dry? They cannot live in peace together. This has been demonstrated time & time again, & I, therefore, reiterate that it is unjust & misleading to attempt to throw all the blame for the present rate trouble between the Canadian property & its competitors on our side of the line upon it.

"Another thing that appears to have been lost sight of is that whatever comment is

directed toward the Canadian Pacific applies with equal force to the Grand Trunk, but it is rarely the latter road is mentioned when this matter of foreign competition is discussed. There appears to be a special antagonism for the Canadian Pacific on the part of many who profess to understand the traffic relations of our railway systems & are privileged to spread their views before the public, as they rarely, if ever, admit that the Grand Trunk is a considerable factor in a competitive sense. I can see no justification on the part of certain American roads & the editors of technical railroad journals to make the Canadian Pacific the scapegoat. Nor am I so dull as not to see that the Northwestern roads are using the Canadian Pacific to pull chestnuts out of the

concerned. It will, therefore, be seen that these New England railroad properties, together with Boston's export interests, are vitally concerned in whatever affects the Canadian Pacific or the Grand Trunk railways.

"I have seen it stated that the Government should interfere in behalf of our American roads, & afford them the same measure of protection against this 'foreign' rail competition as it accords the merchant marine. This is urged by certain New York interests, but it is evident that those who take this position forget that the New York Central operates largely through Canadian territory, & that any curtailment of the privileges that the Canadian road enjoys in the handling of American products would also operate to the disadvantage of New York. I look upon the Canadian Pacific as essentially an American line. Much of its tracking runs through our territory, & it is within the jurisdiction of the Interstate Commerce Commission."

Mr. Hays Endorsed.

In a recent interview in Montreal, Vice-President Jos. Price, of the G.T.R., said: "I have no hesitation in saying that Mr. Hays enjoys the fullest confidence of every member of the board of directors, all of whom appreciate the services which he has rendered & is rendering, services which have resulted already in a wonderful increase of material value. It is felt on all hands that Mr. Hays is the right man in the right place. From the start his work has been appreciated by the board. Now that he has been in office for some time his value is thoroughly understood. This is a specially pleasing feature of the present regime, that there should be such a perfect understanding between the Manager & the board in London. He has shown since his advent to office that he understands how to employ those powers in the best possible way so as to ensure the highest results. I am especially anxious that it should be known that in Mr. Hays the board is convinced they have a man who is bringing at once much experience & ability to bear upon the duties of the responsible position he occupies, with results which are already seen in the appreciation of Grand Trunk values."

A telephone line has been erected at Dawson City, Yukon, by the Klondike Telegraph & Telephone Co., which is said to have 40 miles of wire on the ground, & expects 20 miles more at once. The Co. is putting in the plant under the charter of the Canada Western Co. At first the line will be strung to the forks of El Dorado & Bonanza creeks, with the intention of later on running it up to Dominion, Silver & Hunker creeks, & eventually to connect with the parent line, the Canada Western. The Co. is essentially a mining one. A. McDonald is General Manager.



SIR CHARLES RIVERS-WILSON, C.B., K.C.M.G.

fire of demoralized rates, & thereby escape the responsibility that justly belong to them.

"The great importance of these Canadian lines to the commercial existence of New England can hardly be measured. They afford us the only direct connection with the great northwest & many of the gateways in the middle west. We can operate over them entirely independent of the Vanderbilt interests, or any of the other great systems that work to the advantage of the seaboard points where they have their termini. Without these Canadian connections the Boston & Maine & the Fitchburg would be practically bottled up, so far as our relations to the agricultural sections of Canada & our country are