

or even to make both ends meet. It is not at all likely, then, that the Dominion Government will undertake to build & operate lines in the Northwest. The Government of Manitoba is committed to provincial ownership, but cannot very well build a trunk line to Lake Superior, whether to Fort William or to Duluth; whilst province-owned branches, serving as mere feeders of the Canadian Pacific or the Northern Pacific, could not, of course, reduce rates to Lake Superior or the seaboard.

The Southern Pacific Presidency.

A U.S. contemporary says: The Southern Pacific Co. has made a great acquisition & the G.T.R. has suffered a corresponding loss in the decision which transforms the General Manager of the latter into the President of the S.P. system. C. M. Hays is a gratifying example of what a young man with ability & a tremendous capacity for work can accomplish in this country, without capital, political influences or favoritism. For 4 years he was an office clerk; for nearly 10 years more he was general manager's secretary—a splendid school for the all-round railway man; for the next 9 months he was assistant general manager, & then he reached the goal of most railway men's ambition by becoming general manager at the early age of 33. For 8½ years the Wabash was able to retain him in that position, until nearly 5 years ago, when he accepted the larger & more difficult work of operating the G.T.R. His success in rehabilitating that great property has been warmly acknowledged at the half-yearly meetings of the English stockholders—gentlemen who are generally less ready to praise than to blame—and the announcement that the Co. is to lose his services will cause general

regret as well as surprise. The presidency of a vast corporation such as the S.P., with its nearly 10,000 miles of railway lines, directly & indirectly controlled, operating thousands of miles of steamer lines, reaching to the South Sea & the Orient, & numbering its employes by tens of thousands, is a position of power & usefulness that may well satisfy the ambition of any man, & the man who has attained this was a clerk 16 years ago. In addition to the rapidity of his rise two facts are noticeable in examining the dates of Mr. Hays' railway career—that his official service thus far has been with two companies only & that from his entry into railway work as a boy of 17 he has never been for a day out of employment, stepping from one position to another that was higher by a continuous progress. Such a record is rare in a profession so full of vicissitudes as that of the railway official, & it is proof of extraordinary & varied abilities.

The accession of Mr. Hays to the presidency, with his office & residence in San Francisco, will, it is to be believed, begin a new era in respect to the attitude of the California public toward the S.P. Co. & its management. For 30 years & more this Co. & its predecessors have labored under the open hostility or the secret suspicion of a large part, if not all, of the people of the Pacific Coast, the chief beneficiaries of the pioneer transcontinental lines. The Central Pacific & its outgrowths were originated & controlled by four men, & it was easy to start the cry of monopoly, tyranny, despotism against those who ruled the sole & indispensable means of transportation in a vast territory. The forceful men who dared to stake their all on the venture of the first railway across the desert & the mountains seemed to many arrogant & overbearing in exercising their

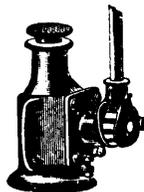
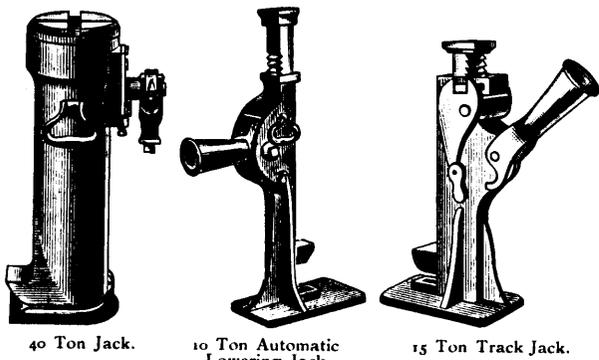
great powers. The great cost of construction in those experimental days, the sparseness of population & traffic & the expensiveness of operation on many parts of the new roads compelled the builders to fix high rates for transportation, & when offended applicants for lower charges began to agitate for legislation against the great monopoly, the railway company had to use its political influence also, & so the S.P. became in time the object of warfare of extraordinary bitterness & persistence. Conditions have changed of late years & the Co. & the majority of the people now have a better understanding of each other, but there is still a considerable faction, represented by several of the strong papers of San Francisco, whose voice is ever raised against the S.P. in regard to which they continue to believe that whatever is, is wrong.

It is time that this profitless war should cease. The four men whose achievements evoked it—Stanford, Crocker, Hopkins, Huntington—have passed from the scenes of their mighty labors, of which California is in the prosperous enjoyment, their millions have been dispersed through countless channels of industry & usefulness, the ownership of the vast railway system which they originated is distributed among tens of thousands of holders in many states & many lands. San Francisco has developed from a provincial town, jealous & fearful, into a strong & growing metropolis, another great railway has crossed the continent & built a new highway for commerce to & from the Golden Gate, & the days of monopoly in transportation on the Pacific Coast are forever ended. The S.P. is under a new régime; its President—born since the Central Pacific came into being—succeeds to the chair of Huntington & Stanford unhampered by the prejudices, misunderstandings & mistakes which have character-

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