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THE Railway and Shipping World

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The Hon. Thomas Greenway.

The Premier of Manitoba is also Railway Commissioner of the province, & in that capacity has had much to do with the development of its railway system. In a recent speech he dealt with this question, saying: One of the most important planks in the platform of the leader of this government dealt with the construction of an efficient railway system in this province. The introduction of other eastern trunk lines into the country, as well as the construction of branch lines, was one of the questions which received the most serious consideration at the hands of this government. It was felt that if this province was to come to the front as it should, & reach that position in our Dominion which its natural advantages entitle it to occupy, the introduction of a more extended railway system was of paramount importance. No other project could do so much to promote the development & the settlement of the province. Success on the part of the people engaged in agricultural pursuits meant the success of the province. As the chief interest is that of agriculture, then the farmers must be given every encouragement, & proper railway facilities securing a market for the produce was the most important matter. In fact, it is necessary to have a railway within a reasonable distance of every harvest field. With that object in view this government secured the introduction of the Northern Pacific Ry. into the province, thereby providing another outlet to the south & Duluth. This system has been extended until now the N.P.R. Co. has 309 miles of railway in operation in the province. The construction of C.P.R. branches to the extent of 235 miles was secured, affording facilities through new districts that previously lacked railway accommodation, & consisting of the extension of the C.P.R. lines from Hartney to Estevan, from Glenboro to Nesbitt, Deloraine to Napinka, Nesbitt to Souris, & Monteith to Reston. Then through that fine section of territory in the northwestern part of the province, we have secured the construction of 180 miles of railway by the Canadian Northern Ry. with 160 miles more to be constructed this season, which will give us 340 miles in that section. In the southeastern part of the province we have built 50 miles last season, with 90 miles to be completed this season, making 140 miles of what is known as the Southeastern Ry., a road which will shortly give us another outlet to Fort William. The result so far of our railway policy is this, that as soon as the lines under construction are completed (which

will be by the end of this season) we will have as a monument of our enterprise in this direction 1,024 miles of railway.

Why, the province of Manitoba has built more miles of railway in the last 10 years than any other province in the Dominion of Canada. Leaving out Quebec, we have built more lines of railway than all the other provinces put together in the last 10 years. It is not my intention to dwell on the benefits & advantages which the people of this province have & will derive from the lines of railway constructed. Our main idea is to render the settlement & development of the country practicable by se-

loss of these lines. The actual cost to the province in cash for the 1,024 miles of railroads is only \$934,002.50. It is true that in the case of the Canadian Northern & the Southeastern Ry. we have given a guarantee of interest on bonds, taking the railway as security. If these lines should fail to earn their operating expenses & interest on \$8,000 a mile, then we would be obliged to advance the interest until the earnings were sufficient to repay us. Part of the lines have been in operation nearly two years, & have been so successful that they have not cost the province one cent, & I feel convinced that they never will. Whilst Manitoba has built more lines of railway than any other province in the Dominion, the cash bonuses given by Manitoba are much less than the smallest bonus given by any province to any road within its own boundary.

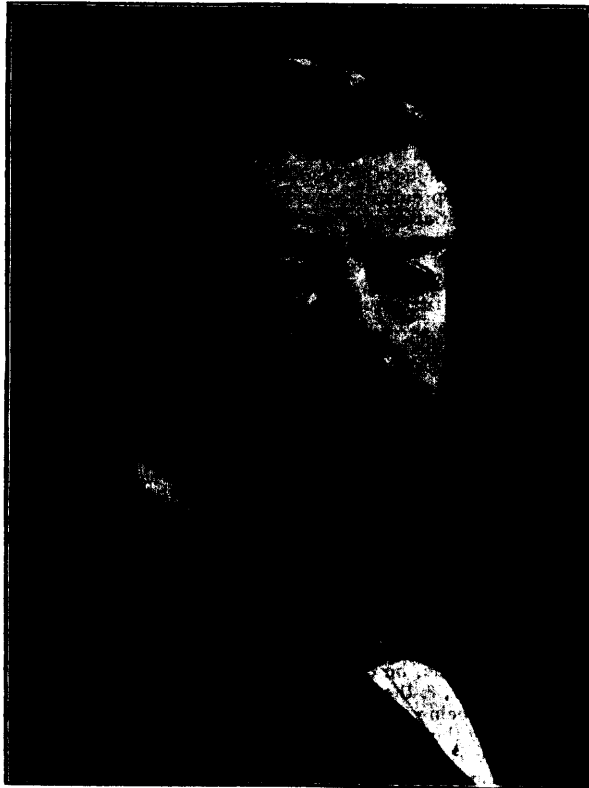
Manitoba's Railway Policy.

At a Provincial Conservative Convention held in Winnipeg recently, the platform adopted contained these two planks relating to railway matters:

The adoption of the principle of Government ownership of railways, in so far as the circumstances of the Province will admit, & the adoption of the principle that no bonus should be granted to any railway company which does not give the Government of the Province the control of rates over lines used, together with the option of purchase.

That a line of railway be constructed to Hudson's Bay.

Several railway delegations have waited upon Premier Greenway recently, asking for the extension of roads to their respective districts. In the discussion which ensued, the railway policy of the Government was developed to a certain extent. In substance, Mr. Greenway intimated that the policy of the Government heretofore had been to assist in the construction of railways in two cases, 1st, where the lines were competing & concessions in rates were secured as a consideration of the aid, & 2nd, where they were constructed for colonization purposes, or for the purpose of securing an outlet to the markets of the world from districts remote from lines already in operation. Government ownership & operation of railways, from the standpoint of the Province at any rate, was not expedient at the present time. In any event, that question belonged rather to the jurisdiction of the Federal Government, but the question of Government control was another thing, & some solution of that should be reached, so that the rates could not be arbitrarily fixed by the existing railway companies in the Pro-



THE HON. THOMAS GREENWAY, M.P.P.,

Premier and Commissioner of Railways of Manitoba.

curing our people facilities for handling & marketing their grain, but many additional advantages have accrued. The rates on freight have declined as a result of competition. The cost of lumber has been greatly reduced in many parts of the country, as well as fuel being cheaper. The value of the lands along the lines has been increased 100 to 150%. Farmers have been enabled to greatly increase their areas under cultivation. Towns & villages have sprung up along the lines, all contributing to the general prosperity of the country. Certainly many millions of dollars would not compensate the province for the