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Our readers are requested to send us court decisions and newspaper clippings relating to railway interests.

It is desirable that communications, new advertisements and changes in old advertisements be handed in before the 10th of the month.

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THE MANITOBA SITUATION.

On another page we reproduce the interview with Mr. W. F. Luxton, of Winnipeg, published in a recent issue of the *Globe* of this city. That interview is fully worth the space devoted to it by the *Globe*, not only because of the great importance of the subject, but also because of the great importance of the man in this particular relation. Mr. Luxton is one of the three members of the Manitoba Legislature who are recognized as the leaders of the Opposition, and, though he has not the title of leader, he is probably the most forceful man of the three. This would make him important under any circumstances; but the fact must be remembered that in Manitoba, the free and easy western way of doing things has brought about the anomaly of an Opposition which dictates the Government's policy and rules without the responsibilities of ruling. Especially is this the case on the railway question, the Opposition being on that point absolute masters of the situation, and the Government, as Mr. Luxton

says, simply "passive." These facts indicate the weight which must attach to the utterances of Mr. Luxton.

The statements which this gentleman makes and his manner of presenting the case could hardly have been more strongly confirmatory of the views expressed in the last issue of RAILWAY LIFE had the object of the "interview" been to establish our position. The people of Manitoba are now in rebellion against the supreme authority of the Dominion, and they declare their intention of maintaining that attitude in this matter, regardless of legal or administrative obstructions, where they believe that the interests of Manitoba are to be advanced. So far they have carried their point, and there is at least that much reason for believing that they will carry others which they deem important.

There is undoubtedly a conflict of opinion among members of the cabinet, judging from their own utterances, on the question whether the Dominion Government stands bound by the bargain with the Canadian Pacific syndicate to protect the Canadian Pacific Company in the possession of a monopoly in Manitoba. There can be no doubt, however, that Sir Charles Tupper has left it open to inference, and Sir Hector Langevin has directly stated that such is the case. Many of the friends of the Canadian Pacific, in the press and on the platform, have contended that that is the bargain. But of what avail is that strong presumptive evidence in favor of the Canadian Pacific when the competition which they desired to avoid is already being established without any adjudication of the question being had? In our opinion there are stronger arguments on both sides of that subject than there are in nine out of ten cases that go into court. It is a thousand pities that a matter so important should be settled *ex parte* practically by an act of rebellion, instead of being decided calmly by an impartial tribunal after arguments on both sides.

But the point we pressed in our last issue is, after all, the most important one, for it covers not only the present, but many possible future cases. Here were two authorities both claiming to be supreme in certain railway matters. An angry discussion results in a virtual rebellion which decides the whole matter so far as the practical question is concerned. This does not decide anything for guidance in future cases, but it gives a strong

inducement to other provinces to settle questions of dispute with the Dominion in the same way. With the political results of such a state of affairs this journal does not pretend to deal. But, as the sole representative in Canada of the great railway interests, which are the greatest in the country, we protest against matters being allowed to remain in such a state. With divided authority railways cannot be run as they should be in the interest of the public. Where questions of such moment are settled not by reason, but by one-sided appeals to local interests and by high-handed acts of local legislatures, a state of affairs is created which must result in frightening foreign capital away and interfering with the railway development of the country. If the Dominion does not want the complete control which it has hitherto claimed, or if it cannot maintain that control, let it be so understood. The Dominion Government has never yet done other than assert its view that public policy demanded a continuous untapped line through Canadian territory. If that policy is bad or if it cannot be maintained, let the Government abandon it and make clear the reason for its action. But let railway capitalists know where they stand, and to whatever authority the railways have to appeal, let it be acknowledged and supreme.

THE SHORT LINE.

GREAT achievements have become so thoroughly the characteristic of the Canadian Pacific Railway that even the most important advances they make toward the development of the country are passed by with little or no comment. In fact, the Canadian people whose push and enterprise are the main-spring of the work done by this great corporation have, in our opinion, a right to complain that reasonable chance for mutual congratulation is not given at the points which might fairly be halting places in the path of progress. Even when the greatest feat of the century was accomplished and four millions of people found themselves in possession of the best trans-continental line, built in five years' time, the occasion was passed by as if it were one of but little moment. The prime minister and his wife went over the line some time after it had been in actual operation, and that was about all that was done. The day of opening