



THE GRAND TRUNK RAILWAY'S HIGH LEVEL TRACK SYSTEM

In addition to the usual freight spaces, there will be cabins for 2nd class passengers on the main deck forward with sleeping berths below. The smoking room, barber shop, bar room, &c., will also be on the main deck immediately forward of the main passenger entrance. The pantries, & the dining room, with seating accommodation for 120 persons, will occupy the after portion of the main deck. The upper saloon will be extremely spacious & lofty, & the roof will be built on a new plan, giving a handsomer effect than anything heretofore attempted. The staterooms will be in two tiers, one above the other, but will be built in such a way, & the proportions of the steamer will be made adequate, so that a third tier of staterooms can be added at a future time, increasing the accommodation one-half more. The number of staterooms will at first be not less than 266, including 22 parlor rooms & 8 bath rooms, which is more than the present combined accommodation of the steamers Montreal & Quebec now on the Montreal-Quebec route. The management states that the new steamer will be of the highest class & thoroughly modern in all respects, & that the decorations will be unsurpassed by anything afloat.

Manitoba's Railway Policy.

Speaking in Woodlands recently on the occasion of his re-election, after taking office, Premier Roblin, of Manitoba, said: "The transportation question was of great importance to the farmers. It had been before the people for 20 years. Every time anything was taken off the freight rates on wheat it meant just that much additional to the farmer in the price of his wheat. The people claimed, & he agreed with them, that transportation rates on wheat going out of Manitoba were altogether too high. This deprived the farmers

of their just right. There are three railway corporations doing business in the province: the C.P.R., the powerful corporation of the Dominion; the Northern Pacific, also a strong corporation, though not Canadian; & the Canadian Northern, a strong young company that is extending its lines in such a way as to compete with the other two companies. These railways had not been reducing their freight rate on wheat as they should do. It was claimed that wheat should be carried to the great lakes at a rate not exceeding 10c per 100 lbs., or 6c a bush. To secure such a rate was the goal of his ambition, & he would not rest until he had secured it. How this would be secured he was not in a position to disclose at present. He asked for time to think the matter thoroughly over & to crystalize his thoughts into the proper shape for legislation on the lines mentioned. Its carrying out might involve a large outlay & the placing of a heavy liability on the province. It was therefore a matter which required serious consideration & there should be no rashness in reaching a conclusion on such a momentous subject. If conditions were right he thought the government should build railways where needed, some branch lines must be built in order to give transportation facilities to certain sections. These would have to be constructed by either of these corporations or by the government. If constructed by the government they might for the time being be leased to the companies. No bonus or material aid would be given to any railway that did not give reduced rate to the farmers. He had not as yet had sufficient time to reach any definite conclusion, however."

Mrs. Bibbs (as the train gives a lurch)—My goodness! Are we off the track?

Mr. Bibbs—No, we seem to be running all right. Guess we went round the curve. We must be at Chicago.

"But Chicago was a thousand miles off when we started, & we've only been riding an hour."

"Can't help it. I looked at the map of this railroad, & there ain't a curve in it till it gets to Chicago. Hunt up y'r things."

Government Control of Railways in Canada.

A correspondent of the London, Eng., Economist wrote from Winnipeg recently as follows: In the U.S. populism occupies itself chiefly with the money question. The green-back issues during the Civil War left the impression on the farmer's mind that money can be created by government fiat, & that impression still lingers. Ten years ago some farmers' organizations advocated the purchase by the Federal Government of the Union Pacific & Central Pacific Railways, which were indebted to it; it was supposed that if these lines were "run by the people for the people," & extended from ocean to ocean, the effect would be to lower the rates on other trunk lines. But the notion was soon abandoned & the United States farmer is now content with such control of railways as is afforded by his state commissions & by the Interstate Commerce Commission at Washington.

Here in Canada the money question cuts no sort of figure. When France owned the colony, issues of paper money, which the treasury were unable to redeem, inflicted such loss upon the settlers that long after, when banks came to be established under British rule, it was difficult to persuade them to accept bank notes—they would take nothing but l'argent sonant of gold or silver. Our banking system is a good one; circulation adjusts itself automatically to the fluctuating requirements of trade & the noteholder is thoroughly secured. Hence, while an agita-