

vantages of distance alone must predispose a large traffic toward this route, and the people of Canada know that in the hands of the Canadian Pacific management the benefit of natural advantages will not be lost, but, on the contrary, the most will be made of them.

The Duluth, South Shore & Atlantic, which will also be a most important feeder for the Sault Line, cannot be finished this season, but the small gap which still exists, it is expected, will be filled up next spring and direct communication established with the head of navigation of the lakes on the American side. These two lines, pouring traffic into Canada, must be of the greatest benefit to us. Toronto is not in a position to get as much benefit as some other points will, especially Montreal. The traffic *via* the Sault must be a bonanza to the Canadian metropolis, making it the depot for a large portion of the business of the American as well as the Canadian North-West.

#### RAILWAYS AND NATIONS.

THE *Railroad Gazette* has a brief but comprehensive article taking a bird's-eye view of the effect upon international relations of railways already built or prospected. Evidently as being most important, it mentions first the Canadian Pacific, pointing out the many advantages it offers for British trade over other routes and the great advantage it gives Britain over other countries. In this connection the *Gazette* says:

The English mail contracts with the steamers on the Suez route require a speed of only 11 knots per hour, while 16 knots are demanded of the steamers on the Atlantic and 14 of those on the Pacific portion of the Canadian route, allowing about 38 days to reach Shanghai by Brindisi and about 29 days by Vancouver. England, however, is no less anxious because of the Canadian route to secure the neutralization of the Suez Canal, and lacks, apparently, only Russia's acceptance of the articles of agreement. These, as drawn, prevent the canal's blockade in time of war or any combat within or near it, and place it in charge of an international commission, the most active member of which is the Khedive of Egypt. The canal has increased British trade with the east, but not in the same proportion as of the eastern trade of countries nearer the Mediterranean ports. The Canadian route will have a double value as a new line for commerce, and as a military highway to India, which, except upon the high seas, where England is still without a rival, lies within British territory.

Negotiations are in progress which, if successful, will make a new route from England to the South African colonies through the European continent taking ship at Lisbon.

Russia's railways into her outlying provinces do not directly affect international relations but consolidate the Empire having marvellous effects in pacifying turbulent tribes. The trans-Siberian railway, if finished, will threaten Corea and perhaps China also. On her southern boundary also China is threatened by the French railways now building in Tonquin. It is natural therefore that the Chinese should begin to consider the advisability of building railways to meet the difficulties with which she is threatened because of the activity of her rivals. But in no country do these improvements threaten such tremendous consequences as in China. The people have been in a rut for thousands of years and have consistently set their faces against mechanical improvements because of the social problems to which they give rise. Railways would throw thousands of drivers and porters out of employment, and, owing to the conservative character of the people, these would not adapt themselves readily to new conditions. The introduction of railways would mean the use of machinery for a thousand industrial employments now laboriously carried on by hand and so the danger of sudden change would be vastly increased. In order to effect these far-reaching political changes must be made and how the general upheaval which must follow all these would result none can foresee.

#### Editorial Notes.

THE last issue of the *Canadian Lumberman* presents a great advance in typographical appearance over former ones, good as they were. Not only has an entirely new dress of type been secured, but the better paper is used, the size of the journal is increased, and in every way the *Lumberman* presents the appearance of a thoroughly successful newspaper. At the same time the editorial management is even more vigorous than before, and altogether in this wide-awake journal the milling and wood-working interests of Canada have a representative in the newspaper

world of which even so large and important an industry may well be proud.

THE comments which are now being made in the English press on the Canadian route to the Orient must be most gratifying to all Canadians. In another column we give a summary of what the papers are saying, including an article taken recently from the *London Times*. The completion of the Canadian route, as will have been seen by extracts published in previous issues of *RAILWAY LIFE*, has attracted great attention in Russia and has led to the virtual abandonment of the policy of suspending for the present the construction of railways. The Russian Government clearly perceives the great advantage which great Britain secures in having communication through her own territory with the illimitable markets of the east, and activity in the direction of building a trans-Siberian Pacific railway may be looked for.

THE two new pullman cars placed on the Grand Trunk for the accommodation of passengers between Toronto and Montreal are now in service and are found to be all that the builders intended. There are no better cars on the American continent and very few as good. The lighting arrangements are especially worthy of attention. The Julien system of storage batteries has been adopted and the result is a number of incandescent lamps, including one on either platform, which give the most perfect light ever seen on any cars in Canada. The charging of the batteries is a simple operation and can be done from an ordinary arc circuit. No particular skill is required in taking out or replacing the batteries and the mere putting them in place makes the connection which furnishes the light. The cars ride easily, and their luxurious appointments make the trip of over three hundred miles as easy as a day at home.

THE arrangements for the entrance of the Canadian Pacific into Toronto from the east are progressing none too fast. The company has secured a 28-foot strip along the water front from Berkeley Street, where it is proposed to cross the Grand Trunk to Yonge Street, and from Yonge to York Streets it controls the whole water front out to the "windmill