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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.

W. H. CAMPBELL, & Co. Publishers.
A. C. CAMPBELL.

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RAILWAY COMMISSIONS.

In an interview with a Toronto *Globe* reporter Mr. Moberly, member of the Railway Commission, is represented as saying, that the visit of himself and Mr. Burpee as a delegation of the Commission to the United States, led to their being impressed very favorably with the working of the Inter-State Commerce Law and the interpretation of it by the Commission of which Judge Cooley of Michigan is the head. There can be no doubt that the moderate course taken by the American Commission has almost entirely dissipated the fears which at one time existed of disastrous results to follow the carrying into effect of the law, and it is hardly to be wondered at that Mr. Moberly was favorably impressed with the existing state of affairs. The establishment of a commission on the other side of the line must modify to a considerable extent the opposition of many to a commission in Canada, for the great fear was that it would be ruinous to Canadian railway interests to allow the imposition of higher rates on through

traffic than were charged on the through lines of the United States. There is no reason why a commission of Canadians should not show equal good sense in our affairs with that which has marked the course of the American Commissioners, and if this was done, the railways of Canada would not suffer more than the railways of the United States have already done. This is not necessarily an argument in favor of establishing a commission in Canada, but there are two facts which always have been in favor of that view and, in our opinion, in the changed state of affairs since the proposal for a commission was last before Parliament, should be regarded as more important than they were at that time.

The first of these is that a commission is a protection to railway companies against one another. The increased competition of the two great railways of Canada must necessarily lead to dispute and litigation as also are the extensions of both likely to lead to difficulties with smaller companies. A bench of experts in railway law and practice devoting their time wholly to the consideration of the intricate problems arising out of the present condition of railway affairs would be more likely to give definite and satisfactory judgments upon these questions than any ordinary judges possibly could.

Again the tendency toward Government control, as we have previously pointed out, and as indicated elsewhere in this issue, is growing. Such control, we believe, would be an unnecessary addition to the Government's functions, and injurious to the public interest. But many things injurious to the public interest are carried through legislative bodies as the result of public clamor against some real or fancied evil simply because nobody comes forward in time to propose the true remedy. It is, in our opinion, more than probable that if the growing public desire for fuller public control over public corporations such as railways is not met in some way, the result will be that public ownership and management of these institutions will be demanded with such vigor that legislators will be found some day weak enough to enact the law necessary for carrying out such a change. The great objects to be achieved in railways are enterprise and careful management together with consideration of the public interest. This can best be achieved by

leaving the management in private hands with proper powers of check in the hands of the representatives of the people, or in other words, a public commission to arbitrate on fixed lines between the public and the companies. We notice that in a recent interview Mr. Chauncey M. Depew, President of the New York Central, while opposing government ownership of the roads, expresses himself heartily in favor of government checks and supervision. This we take as strong reason for believing that the giving of full weight to legitimate public interest in the management of railways will result beneficially to the roads themselves rather than otherwise.

It is not improbable that the present Commission which is to "investigate and report" on this subject will advocate the appointment of a permanent commission and, if this is done, there will be many who will advocate that side of the case who previously were indifferent or even hostile to the plan.

THE RED RIVER VALLEY ROAD.

GREAT as was the complication caused by the attempt to build the Red River Valley Railway, it was as nothing to the confusion worse confounded which has arisen since the abandonment of the work for the present season. To present even a summary of the "facts" brought out in the public press on "undeniable authority," by alleged interviews with public men, proceedings in public courts, and otherwise, would require far more space than we can give, even to so important a subject. To attempt to follow the charges, counter-charges, and wonderful, legal, political and economic discussion, which have taken place within the month, would be a still more hopeless task.

There is no doubt, however, that the work has been suspended with every probability of not being resumed this season. The reason given by the Manitoba Government for taking this position is inability to raise the funds necessary for carrying on the work. It is to be supposed that, before yielding to this humiliating, not to say disgraceful necessity, the Government of Manitoba sought by every means to proceed with the work, so that when the facts are all out it will probably be found that some almost desperate make-shifts were resorted to. While on this question of