

The Inter-State Law.

It becomes interesting to note the decided changes in the views of leading men in regard to the Inter State Commerce Law. For some time after the law went into operation, it was not difficult to find men possessing the reputation of shrewdness in business affairs, including prominent railroad managers, who were ready to believe that the effect of the law upon the earning capacity of the railroads would be decidedly injurious and would tend to depreciate the value of railroad securities. The history of the past six months has demonstrated beyond all question that these views were erroneous, and now every one admits that the law has proved beneficial to nearly all the railroads of the country. There has been some opposition to the construction placed upon certain provisions of the law by the railroad managers among merchants who have believed that they were suffering on account of the misconception of the true meaning of Congress, and complaints have been made to the commission on this account; but in most cases the railroads have been sustained where decisions have already been rendered.

Judge Cooley, whose ability as a railroad man is recognized everywhere, is quoted as saying that at the proper time it is very probable some changes in the law will be recommended to Congress, although the time has not yet arrived for the announcement as to what those recommendations will be. He is inclined to think, however, that they will be less numerous or vital than many persons suppose. On the whole, he regards the law as carefully drawn and as expressing what its framers intended better than is shown by many statutes now on the books. In some parts of the law there is ground for doubt as to the question of the law and its application to corporations other than railroads engaged in transportation, such as the express companies, may not be as clear as it might have been framed, but the changes which are really necessary, it is believed, Congress will show little if any hesitation in granting. No one believes that the law will be repealed, a point about which there was a good deal of discussion soon after it went into force, and very little is heard now in regard to the question of its constitutionality. Manifestly the law has come to stay, subject to such modifications as may be found necessary or desirable, and it is equally manifest that it is a decided blessing to that large and growing class of the community interested in railroad securities.—*Stockholder.*

St. Catharines Electric Railway.

A DISPATCH from St. Catharines, October 7, says:—The St. Catharines street railway opened six miles of road between this city and Thorold recently. It is run by electricity and proved a perfect success in every particular, far exceeding the expectations of the managers. The system adopted is known as the Van Depoele. The electricity, which is generated by water power at Lock 12, Welland Canal, with a 1,160 horse power dynamo, is

conducted by overhead copper wires connecting with the cars by means of small wheels which run along on the wires and thence through a flexible conductor. The cars are equipped with a 15 horse power motor weighing about 1,000 pounds, which is placed on the front platform. The people are enthusiastic over its success. The company expect to have twelve motor cars on within two weeks. The time of travelling between this city and Thorold has been reduced twenty minutes. The cars are under perfect control, being stopped and started without any jerking motion, going around curves of forty degrees and up grades of 7 per cent. without the least difficulty.

Shipping Manitoba Grain.

THE *Winnipeg Free Press* says: Superintendent Whyte returned recently from Port Arthur, whither he had gone to look into the prospects for handling the grain crop. He was afraid that the grain would be brought in so rapidly that the elevators would be filled up and the company reduced to the necessity of using their cars as storage warehouses. His fears he soon discovered to be unfounded, he says, and this chiefly from two causes: On the one hand, the farmers have been prudently attentive to their fall ploughing and have not rushed all their crops upon the railway at once. In addition to this the reports of the great harvest attracted a great number of tramp vessels to Port Arthur, from which point they have contracted to take over 600,000 bushels. This is an immense relief to the railway, as the space of the company's steamers and of the Beattie line was chartered ahead. Instead, therefore, of finding the elevators full, or nearly full, Mr. Whyte was gratified to learn that the Port Arthur elevator is empty and that there are only 120,000 bushels in the one at Fort William. When the rush comes after the close of lake navigation the prospects are that there will be lots of room in the elevators for the surplus brought in by the farmers over the immediate carrying capacity of the railway.

Mr. Whyte regards it as a very fortunate thing for Manitoba that the crop in Ontario is so very light this year. A large part of the west's crop will be bought by the millers of Ontario, which means a very much larger profit than if the wheat were to be exported. Between the growing competition from India and the long haul to the Atlantic the prospect of a good price for wheat raised here is not very encouraging. But between the local demand from the Ogilvies and that of the Ontario millers, most of this year's harvest will be disposed of at a good figure.

THE electric lighted train which is to be placed on the Canada Atlantic Railway has been thoroughly tested and found to work very effectively, and the train is now part of the regular service. It is said the parlor cars are ahead of anything of the kind on the road, as far as luxury and conveniences are concerned. The lights are so arranged that reading is made easy and pleasant.

Issuing Instructions.

GENERAL MANAGER BROUGHTON, of the Chicago & Atlantic, had only recently issued to his men a long circular rehearsing many of the dangers to be guarded against, and giving numerous exhortations to care and faithfulness. The Kouts collision is a sad commentary on this order, and forces the question whether it would not have been better to make sure that even a few of the rules already issued were well known and understood, than to thus vaguely put forth a multitude of heterogeneous precepts devoid of any plan or arrangement; and this in a way that might almost as well have said "we know that you have not conscientiously studied and tried to carry out the instructions given you, and we know of no way to remedy the matter but to issue this general appeal which can be disregarded with the same impunity that has followed your disregard of previous orders."

In dunning a debtor whom we are afraid of, and who must be handled with tenderness, we send "appeals," "reminders," and such like; we carry the idea, falsely or otherwise, that he may pay or not, as he deems most agreeable; but in proceeding against a person from whom we are determined to compel payment we take a different course. Ambiguous phrases and those that give merely sound or smoothness are laid aside; directness is employed in everything said, and is compelled in the answers. The same principle applies in getting information as in getting money. The superintendent who wants positive knowledge that his men understand certain rules and are intelligently trying to obey them must ask plain questions, require positive answers to them, and pursue the process until he tests not only their willingness but their intelligence.—*Exchange.*

Suing Gould and Sage.

Two gentlemen who, by their names, appear to be Hollanders, as holders of Kansas Pacific consolidated mortgage bonds, have begun a suit in the New York supreme court against Messrs. Gould and Sage, which promises to be full of interest should it ever be carried through to a trial. The defendants are sued as trustees of the Kansas Pacific consolidated mortgage, and the complaint is based upon the famous withdrawal from the Trust of the 30,000 shares of Denver Pacific stock and its alleged use for their own benefit. For this reason it is asked that they be removed as trustees and forced to account for the stock or its proceeds and that a receiver be appointed for the trust funds during the litigation.

This action is of course one of the first outcomes of the work of the congressional investigating committee, the testimony given before that body having revived the memories of the great Union-Kansas Pacific deal, while making clear a great deal about the transactions of that time which was obscure. It of course remains to be seen whether the litigation thus started will be permitted to go on, but it is pretty certain that if suits of one kind or another growing out of these old