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MR. JOHN J. GARTSHORE, 49 Front Street East, Toronto, has received another order from Grand Trunk Railway for 600 tons of Salisbury Pig Iron for the manufacture of wheels at Hamilton. The high character of the wheels made by this company is attained by the use of the very best iron that can be bought. The results are longer mileage and no breakage.

THEY are talking of holding a world's fair in Montreal to celebrate the completion of the Canadian Pacific Railway, and the *Witness* says: "Certainly Canada has never had a more important national event of a material sort or one more worthy of celebration than the connection of ocean ports three thousand miles apart by a single railway which, while being by far the longest in the world, yields to none in magnificence or perfection of management."

IN an interview General Superintendent Whyte, of the Canadian Pacific, was asked,

in view of the difficulties experienced in handling last year's wheat crop with sufficient promptness to satisfy grain dealers, what arrangements had been made this year. Mr. Whyte said he did not think there would be any trouble at all this year, as extensive arrangements had been made for handling the crop. The supply of cars would be equal to the demand, a large number of new ones having been constructed, and in case of a rush there were a large number of cars west of Donald which could be drawn upon. The elevators at Fort William and Port Arthur had been put in first-class condition, so that no delay would occur in that direction. It was feared that the tonnage would prove short towards the latter end of October, but Mr. Whyte said that he had been informed by Mr. Beatty, of the Beatty line of steamers, that there need be no anxiety on that score.

THE *Railway Age*, speaking of the Manitoba situation, says:—It is extremely unfortunate for both the people and the great railway company which has done so much for the Canadian north-west that this struggle has occurred. The people seem determined to build the new road and the Canadian Pacific will probably conclude it to be wisest to make such reduction in its rates as are practicable to meet the expected competition, and also to avoid any action which will simply appear to be taking revenge upon the people for their course, however uncalled for it may seem to the railway company to be. It would be a very strange and deplorable state of things to see the people of a great country arrayed in bitter and permanent hostility to their chief and, for most parts of that country, their only railway.

THAT this country is gaining fast upon the older countries was fully demonstrated at the Industrial Exhibition held at Toronto during this month. One very choice exhibit of home manufacture, shown by E. M. Trowern, the manufacturing jeweller of 171 Yonge Street, Toronto, was deserving of special notice. The whole of his exhibit, comprising diamond and sapphire necklace, diamond, sapphire, ruby,

garnet, opals and pearls, set in the latest style, and choicest settings in rings (ladies' and gent's), brooches, charms, &c., all designed and manufactured by himself, was such as to call forth the highest praise from even Sir John Macdonald. Many of the wholesale and retail jewellers stated that the whole exhibit was a credit to Canada and could not possibly be beaten by any European firm. E. M. Trowern has raised the standard of fine art in the jewellery trade and deserves the success he is meeting with. We would cordially recommend him to the notice of all our readers.

THE *Toronto Globe's* London correspondent cables:—The Imperial Cabinet has at length decided to subsidize the Canadian Pacific mail line from Vancouver to China and Japan. The negotiations carried on throughout the year have thus unexpectedly been brought to a successful issue. Three months ago, at the close of the Colonial Conference, despite the representations of Sir Alexander Campbell and Mr. Sandford Fleming, there seemed to be no hope of obtaining a subsidy. Mr. Goschen was understood not to favor the project and the feeling aroused by the new Canadian duties was considered prejudicial. Despite the favorable opinion expressed by the press generally, the negotiations were practically abandoned. The question has since been brought before the Government again and representations made through Sir Charles Tupper. The decision was finally come to by the Cabinet to grant a subsidy of £45,000 sterling yearly, with £15,000 from Canada, for a monthly service. The conditions are the carriage of the mails from an Atlantic port, the building of new steamers to meet Admiralty requirements, the use of armed cruisers when required to carry men and materials and low rates. The alternative proposal has not been accepted of £100,000 yearly for a fortnightly service, of which £80,000 would come from the British Treasury. I believe there will be no undue delay in giving effect to the arrangement, as the Treasury has communicated the decision to the Post-office Department.