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VOL. III. No. 1

JANUARY, 1889.

Railway
TORONTO, ONTARIO.

WESTERN ASSURANCE CO.



THE
MARINE

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RAILWAY LIFE

A MONTHLY JOURNAL CANADIAN

DEVOTED TO RAILWAY INTERESTS

Vol. III.]

TORONTO, ONT., JANUARY, 1888.

[No. 1.

CONTENTS.

Railway Items	1
Personal	2
The Seed of Accidents	2
A Ticket Agent	2
Do Patents Pay?	2
Bring on that Electric Railway	2
It is the "Pacific" Slope	2
The Coal Strike	2,3
Pacific Railroad's Report	3
EDITORIALS	
Grand Trunk and Northern & North-Western	4
More Subsidies Wanted	4,5
Benefit Funds	5
Editorial Notes	
A Great Interview	6-8
The City Will Not Object	8-9
What a French Chief Engineer Says	9
Canada Shows the Way	9-10
The Eads Ship Railway	10
English Opinion	10-11
London & Port Stanley Road	11
Railroad Speculation	11
A Brilliant Outlook for the New Year	11
The Sault and Montreal	11-12
An Inter-State Question	12
Ottawa to Arnprior	12
Ourselves as Others See Us	12
Railway Advertisements	13-16

An effort will be made to induce the North-west Central to either extend a branch into Birtle or incline the main line in that direction, crossing the Assiniboine near the mouth of the Bird Tail. In this way connection would be formed with the Manitoba & North-western, and it is claimed that both roads would be benefitted.

It is stated that Mr. Henry Mactier, a civil engineer of Philadelphia, has sailed for Buenos Ayres to project a railroad for a syndicate of English capitalists. The proposed road, with its branches, will extend from Buenos Ayres to Pergamino and Cordoba, a distance of 470 miles across the pampas. The government has granted a subsidy of \$700,000 and a guarantee of 6 per cent. annual income upon the investment.

The Canadian Agricultural, Coal and Colonization Company (Limited) is being formed to purchase Sir John Lister Kaye's opportunity to buy land in the North-West to the amount of 100,000 acres, with the option of a similar purchase in six years. The company's plans include emigration objects of an interesting character. It is proposed to farm the lands by the aid of laborers from the best agricultural districts of this country, who will be engaged here for a term, at the expiration of which they will be encouraged to take up free lands adjoining the company's properties, their places being supplied by fresh laborers from the United Kingdom. It is estimated, we believe, that about 120 hands will be required each year.

THE use of electric motors for driving isolated machinery is proving to be a successful departure from the old methods, which employ ropes and long belts. A marked evidence of the feasibility of this new plan is the successful operation of the electric motor driving the transfer table at the Chicago, Burlington and Quincy Railroad shops at Aurora. This transfer is located at a long distance from shafting or engines having sufficient power to drive it; yet it runs whenever needed, and moves the cars about in a manner equal to any device in operation for a similar purpose. For driving turn-tables and cranes in various parts of an establishment where it is inconvenient to connect the main shafting, or where the loss due to the friction of loose pulleys (where machines are seldom used) is large, a wide field is open for electricity, and the evidences are that it will be well worked in the near future.

THERE are a certain number of people in this country who believe that every railroad corporation is a blighting monopoly, that every railroad manager is little better than an unconvicted felon, and that the stockholders of these transportation corporations have no rights that are in the least deserving of public respect. It is fortunate for our country that

the number of those who entertain these monstrous opinions is relatively small, for, if they were the convictions of a large number of our people, industrial enterprise in the form of railroad construction would come to a very sudden ending, and the development of facilities, that have in the United States brought down the cost of carrying merchandise from the Mississippi River to the seaboard at a lower price than was formerly demanded for carrying similar merchandise a distance of fifteen or twenty miles, would no longer go on. --*Boston Herald.*

THE *New York Tribune*, of February 10th, says. One of the minor troubles of the railroads has been developed by the Canadian Pacific reducing the second class passenger rates to the Pacific coast, which it adopted on February 1st. Its agents have been authorized to meet the competition of all rival routes. Some weeks ago the transcontinental roads made an agreement on passenger traffic which secured to the Canadian Pacific a differential rate of \$10 on first class and \$5 on second-class under the rates by the direct American routes. Rates were to be advanced on February 1st to the following basis: From St. Paul and Chicago to points on Puget Sound, Portland and San Francisco, \$72.50 first class; \$47.50 second class; from New York to the above-mentioned points, \$91.75 and \$62.75. The Canadian Pacific rates were \$10 and \$5 respectively under these figures for first and second class. The Canadian Pacific advanced its rates on February 1st, as had been arranged, but it claims that the American roads did not do so. The "Sunset" (Southern Pacific) route is accused of taking second-class business to San Francisco at \$48.50, and even of allowing an \$8 commission on that rate to boarding house keepers and other of the usual agents who "drum up" second-class traffic. The Canadian Pacific, after finding that for several days it did none of this business, resolved to ignore the February tariff. The subject will probably come before the trunk-line passenger committee at an early date.

Personal.

MR. J. W. SUTHERLAND has been appointed general freight agent of the Canadian Pacific in Toronto, succeeding Mr. Ephraim Tiffin.

MR. J. C. ANDERSON, an old Winnipegger, who for many years has had charge of auxiliary or wrecking trains in the North-West, has invented a car stove extinguisher. Mr. Anderson is now a resident of the sunny south, where he is meeting with great success with his invention. The extinguisher is illustrated in the *Southern Industry*, published in Decatur, Ala., and speaks for itself, showing something wherein there is a large fortune.

The Seed of Accidents.

THE *Locomotive Engineer* says:—The last year has been a very busy one for railroads, and also for the coroner. It is always so. That there should be more accidents where there are more trains is perfectly natural. But the increased number of trains is not the greatest cause of accidents. When business crowds the roads all the motive power available is kept in motion, and the increased traffic makes the officials more than ever careful how they send out new engineers. They urge the engineers to make extra trips, and thus make a little extra money during the "rush." In most cases this is blood-money. Blood-money for the already overworked engineer, and blood-money for the public. In the United States during 1887 there were, not many, but many thousands of trips run by engineers who had been on duty from eighteen to forty-eight hours, and many cases of even more.

It is a rule on some roads to require the men to "double the division." This may be 100 or 150 miles; a freight train gets over it in from 10 to 14 hours, and the engine crew doubles back; before reaching the terminus the engineer has been on duty more than 24 hours; and that they endure it and keep awake and attentive to duty is one of the wonders of the day.

A Ticket Agent.

TICKET agents are all beautiful. If you are not, exchange yourself for one that is. A ticket agent never has anything to try his temper, so there is no excuse for being at all cranky.

To be a good ticket agent you must know a little something of everything under the sun. You will be asked about it every day. Study astronomy, botany and ancient history. Dive into science, engineering and the dead languages. Take a whack at anatomy, physiology and poker. Read the *Police Gazette*, the Bible, and Boccaccio, Victoria Loftus and the Twin Cloggiata. Be able to tell everybody you meet how trains are run and rails are made, how the sun regulates the time, and exactly what time it is, and why it is exactly that time. Keep at your tongue's end the precise minute it is at any particular instant in China, Melbourne, New York, Chicago and

London. Practice will soon make you perfect in this. Unless you can get all these accomplishments down fine enough to be able to tell an enquiring passenger without a moment's hesitation you must at once give up hopes of ever becoming a ticket agent. It is also very essential to sell the right ticket. If a man is going West, always do the right thing by him and sell him a ticket. Another thing which you must always be ready for, is the necessity of turning your ticket office into a general parcel room. You must be prepared to take charge, without charge, of everything from a wet umbrella to a ditto baby. A ticket agent's lot is one which after all is not such an enviable one as some people may suppose.—*Exchange*.

Do Patents Pay?

IN our November issue, under the above heading, we endeavored to demonstrate that it is not only the great inventions that pay. The fact is that in thousands of instances they are the more simple and unpretentious inventions that prove most remunerative. Simplicity must not, however, be the sole merits of an invention, there must also be a market for it. The first thing, therefore, the inventor should do is to select something that will not only sell cheap, but for which there is, or can be made, a great demand. Let him get up an article of household use, one that every economical housewife will not dispense with. The general public has an aversion against "new things," it is true, but when the price of the new thing is but a trifle, many persons will risk the amount. If it has any merit it will soon commend itself to the public, and a market will be created.

There is another class of patents which almost invariably prove remunerative to the inventor. We mean the inventor who will study the requirements of the trade or calling at which he is daily engaged. There is hardly a piece of machinery, a process or a mode of turning out work that cannot be improved. There is an unlimited field for your inventive genius, if you have any. Let the shoemaker stick to his last. Is the blacksmith not more likely to succeed in an endeavor to improve his forge than he would be in attempting to simplify the mechanism of a watch? Half the work has been done when one is working at something with which one is already familiar. Let every tradesman try and improve his own business, and we will soon reach the highest pitch of perfection in the operation of our many industries. The inventor will soon find his reward, and he will contribute largely to the comfort, happiness and elevation of his fellow workmen.—*Canadian Patent Review*.

Bring on that Electric Railway.

THE *Car and Locomotive Builder* exclaims:—It is tantalizing and almost wearisome to read the current newspaper accounts of the wonderful performances of electric cars upon the horse car lines in sundry cities and towns all over the country. The miserably overworked horses certainly cannot monopolize

things much longer if the 120th parade trip of the electric car "Belgian" on the Fourth Avenue Line in the city of New York is any criterion of what a hundred such cars can do in regular service. The car is propelled by Julien storage batteries, and if the local itemizers for the daily papers tell the truth, it has never broken down or failed in a single instance. It chafes like a racehorse for the track, and when the horse car ahead is nearly out of sight and the track clear, it dashes off at the rate of 20 miles an hour, and "rocks and teeters like a hobby horse gone mad." It can be stopped when half-way up the steepest grade on the line, can be run backwards and forwards and up and down at pleasure; and moreover, it can be run in all sorts of weather, and with all sorts of loads. It is said to be cheaper than horse or cable power, or overhead electric wire or electric conduit systems. But the best remain to be told. Ten electric cars are, it is said, being built for regular service on the above-named line. They will be much finer than the experimental one, and will have an electric brake, steam heating and other attachments. The ten horse cars they will displace will then be fitted with batteries and motors and put to work in place of ten other horse cars, and in this way the entire rolling stock of the line will gradually be changed. The ten new electric cars will be ready about the 1st of April. We hope the announcement will be justified by the performance.

It is the "Pacific" Slope.

A WRITER in the *New York Sun* says:—While the western life that one sees in crossing the continent differs sufficiently from that on the Atlantic coast, to keep the observant traveller on the alert with eyes and ears, one must, nevertheless, go far from the trans-continental railroad to obtain even a hint of the wild, rude border existence best known to readers of yellow-coated literature and patrons of the sensational drama. Canada never had a border history like ours, so that what I saw of life in this year of grace beside the track of the Canadian Pacific railroad was tame enough in all conscience, if viewed from the standpoint of a person thirsting for impromptu conflicts between cowboys and blacklegs, or street-duels between the leading citizens of a new-born town. It seemed to me, as I rode over the prairie from Winnipeg to the Rocky Mountains, a distance of nearly a thousand miles, as though an unarmed man might safely walk the whole journey between waggon ruts that mark the old pioneer trail and that lies almost as close to the track as a towpath by a canal. And, without exaggeration, it would be less dangerous for a lady to do so at any time when the Indians were quiet (and how often are they otherwise in Canada?) than for her to essay a tramp for a similar number of days in New Jersey.

In the Rocky Mountains and the three sky-piercing chains lying parallel with them the scenery claimed all attention, and, indeed, little else was to be seen except occasional herds of deer and antelope. Here I would not advise anyone to walk. I kept to the cars,

and do not remember being advised on this particular subject by any one acquainted with the country, but the talk and the evidence of one's eyes were all of pot and skin hunters, of tramping, coal and gold and silver miners, of camps and bands of Chinese railroad laborers. And then the loneliness and the distances between stations and houses! But by and by the car slowly dropped lower and lower into the coast country of British Columbia, following the mighty and always angry Fraser River, and then came more of western life, not much after the Bret Harte pattern, it is true, yet passed amid trees of giant growth, made quaintly picturesque by swarms of Chinamen in blouses and in hats shaped like bowls turned upside down, made glorious by the constant offering of salmon fresh from the water at every meal in the dining cars, and rendering yet more notable by constantly increasing familiarity with those coast Indians, wrongly called the Siwash, who are little more like the Indians of the plains than the zebras are like horses or Japanese are like negroes. In truth, these Siwash are extraordinarily like the Chinese in facial features, but from centuries of boat-rowing they have grown short-legged and broad at the shoulders. They are fish-eaters, and are in consequence mild and pacific, with a natural inclination to work for their living, and no strong inclination to the clothes, the houses, or even the religion of the whites. There was no suggestion of what we eastern folks know as western or border life anywhere on the Pacific coast, as I saw it, either in Canada or our own country. More stolid, staid, or finished cities than Victoria and Portland, Ore., or a more delightfully cultivated and progressive little community than Tacoma I will defy the eastern man to find in his own land. I made the return trip by the Northern Pacific Railroad, and it was so much less savage in aspect than the outward journey that I only saw twenty Indians, and they were all on one place sunning themselves on a freight house platform in Montana. The cowboys were their substitutes, and a milder, more intelligent-looking lot of young men than all of them that I saw were, it would be difficult to find. Here, too, the stations were close together, and the settlements often larger and more thriving than in Canada, which is a much newer country. By any other of the Pacific roads, except possibly the Southern, there is even less of rawness and rudeness than I saw.

No; there is a western life, and it is very peculiar to an eastern man, but it is not garnished with pistols or celebrated with knives. Its peculiarities lie in the almost pure democracy of the society out there, in the footing of equality maintained by every one with every one else; in the high regard for women, even when they are women who scandalize their sex; in the vigor and keenness and enterprise that mark the conduct of all enterprises, and in the vanity with which every man speaks of the community of which he forms a part. In these features, and not in bloodshed and disorder, lie the differences between the eastern and western life of today.

The Coal Strike.

The Railway Service Gazette says: There has in the management of the Reading in the past, been much to alienate the friendship of its employees, or possibly more correctly speaking, there was little to show that the management desired the friendship of the men whose labor it purchased. The principle upon which the Reading management seemed to act in the past, that the employer paid so much money for the faithful service of the employee, and that, when the accounts were squared, all obligations ceased on both sides, may be correct and in accordance with the cold logic of law; but the railway corporation or the individual employer will learn to his sorrow, sooner or later, that he must have either the good will or the ill will of his employees, and that if he is indifferent to their good will he will surely get their ill will. The railway corporation is most unfortunate that is served by the employees only for the money paid them and who cherish for the company no feelings of kindness; for if there is not good will, it is certain that ill will finds a place in its absence. If this feeling is permitted to grow for years it will at last burst forth with greater fury; and we believe there is not a single instance on record where a railroad management has been able to successfully operate its road with the hostility of a considerable portion of its employees arrayed against it.

As to the justice or injustice of the present strike on the Reading, no man living can form even a remote conclusion from the published reports. The present trouble may be wholly a protest against the real or imaginary grievances of to-day, but much more likely it is very greatly influenced by remote causes that had their origin under former methods of management.

The Philadelphia Press gives the following summary of the conditions existing in the anthracite regions, which, it will be seen, does not present a very flattering picture for the speedy termination of the strike: There is a demand for all the anthracite coal that can be produced, and there will be as long as the Schuylkill and Lehigh miners stay out. The Wyoming region is working full time and producing a great amount of coal. This, with the supply from Lehigh, makes the shipments heavier than last year and so far equal to any in January. The distribution of the coal mined is better than it was a week ago, and except in the Schuylkill Valley there is no great inconvenience, but prices are high. In New York wholesalers have to pay from \$4.50 to \$4.75 per ton, and at this the retail price is \$7.50, except old customers, who are generally supplied at \$7. There is no sign of the end of the strike. It was thought that some of the individual operators in the Schuylkill region would get to work this week, but the miners are determined to refuse to mine coal which is sent to market via the Reading's lines. This shows that the strongest kind of a bond exists between the striking miners and railroaders, though officially there is no connection between them. It can fairly be assumed that the issue is now joined and the contest is between capital and labor, with the capitalist

contending for complete supervision of his business, and the laborer contending for the continued recognition of his organization. How long the battle will last no man can tell. In the Schuylkill region the miner has just received his last pay and has not yet begun to feel any inconvenience from the strike. In the Lehigh region the men have entered the fifth month of the strike, and though they are poor, they are still able to hold out.

Pacific Railroad's Report.

The report of the majority of the United States Commission appointed to investigate the affairs of the Pacific Railroads, while condemning the course followed by the corporations in the past, takes the ground that it is not expedient for the government to wrest the property from their hands at the risk of destroying the chance of recovering the money due, and, as a means of punishing past wrongdoing, the report proposes to present bills to congress providing for the refunding of the entire amount due to the United States, computed so as to show what would be fairly due in July, 1888, if payment could be then exacted. This the commissioners would put into three per cent bonds, running for fifty years and paying half yearly interest, and they would provide for the payment of $\frac{1}{2}$ per cent. of the full amount of the bonds for the first ten years, and one per cent. thereafter into a sinking fund to be placed in the hands of trustees. They calculate that this arrangement would suffice to extinguish the principal at the end of fifty years. The present lien on the subsidized lines would be retained, and a new contract mortgage be executed, covering the property of the companies. In case of the non acceptance of the refunding plan, the proposed bills provide for the annual payment to government of 40 per cent of the net receipts of the Union Pacific and the whole of the net receipts of the Central Pacific, with other percentages for the other lines on the plan of the Thurman Act. The report of the minority proposes to put the roads into the hands of a receiver, wind up their affairs, wipe out the great mass of their obligations, and let them take a new start on solid ground. Of the commission of three, Mr. Pattison recommends the appointment of a receiver for all the Pacific railroads. Messrs. Anderson and Littler say, concerning the Union Pacific, that the road has passed out of the control and the ownership of those to whom the subsidies were granted, and those who were responsible for the enormous indebtedness of the corporation to the government. The property, they say, is now in the hands of men who seem to be running it in the interest of the stockholders, the bondholders, and the government, and, as long as they pursue the course they have adopted, should receive the encouragement of the government. Within a few years, the development of the western country is so rapid, the roads under the Union Pacific management cannot but become very valuable properties, and the indebtedness to the government will undoubtedly be paid in full without embarrassment to the corporation.



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RAILWAY LIFE will be mailed to any address in Canada, United States or Great Britain, at \$1.00 per year in advance. Single copies, ten cents.

Contract advertising rates furnished on application. Casual advertisements inserted at rate of ten cents per line nonpareil.

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Correspondence invited. Write on one side of paper only, and be specially careful with names and dates.

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. B. CAMPBELL, (Publishers.)
A. C. CAMPBELL,)

Offices—64 Bay Street, Toronto.

TORONTO, JANUARY, 1888.

GRAND TRUNK AND NORTHERN AND NORTH WESTERN.

SINCE our last issue, the arrangement which had previously been come to between the Grand Trunk and the Northern and Hamilton and North-Western Railway Companies has been made public. Under this arrangement the Grand Trunk will control the whole system absolutely.

The change is received with general satisfaction by the people, for it avoids the duplication of track which would otherwise be necessary in order to enable the Grand Trunk to reach the Sault; and it is equal to a guarantee that the Northern and North-Western roads will be managed with greater vigor and will be made the means, more than they have hitherto been, of developing the great territory north of Toronto of which so much is justly expected. The difficulties under which the management of the Northern and North-Western has been carried on for some years has made it impossible to put the property to its

best use. With the enterprise of the Grand Trunk infused into the system, and with the connections which will soon be formed, the twin roads will become one of the best railway properties in Canada.

To Toronto especially, this purchase is one of the most important railway events that have yet taken place in the history of the city. To say nothing of the additional traffic which will be poured into the city, because of the more enterprising management of the system, there will be a new connection for the Canadian Pacific to the North-west and, in a short time, a new and independent route to and from the Sault. It is reasonable to suppose that ultimately a great part of the through traffic from the Sault will be cut off and sent east from some point north of Toronto, but in the meantime, if report speaks truly of the intention of the Grand Trunk Railway Company, it will be brought this way, and will swell the volume of traffic over the double tracked main line to Montreal. Passengers from western points will come this way forever.

But it so happens that besides the interest of Toronto's citizens, individually, they as a body, have an interest in the Northern Railway Company. That is to say, the Corporation of the City of Toronto owns certain stock of the Northern Railway into possession of which it entered in those ancient days when the Northern was first built with the assistance of the city and other municipalities. The Corporation is mightily alarmed that in some way its precious interest in the Northern Railway will be jeopardised by the bargain which has just been made. By consequence Ex-Lieutenant Governor John Beverley Robinson, no less, has been sent across the ocean to attend the meeting called for ratification, having in his pocket somewhat vague instructions to protect the city's interest. It is to be hoped that Mr. Robinson will remember not only the city's interest but the citizens' interest. We are far from believing that merely because certain magnates have made an arrangement, all we small people must stand by it regardless of our rights in the matter. The position of Northern Railway stockholders, including the city in that capacity, has not been what one would call exceedingly remunerative. It

would be a good thing if the stocks, which have been so long mere paper, so far as dividend drawing power is concerned, were to become worth over par by reason of the interest they yielded. Still the question is not always what we want but what we can get. If this agreement is not ratified is it probable that the stock will be made to yield a dividend? We think not. Will the citizens benefit or the reverse by rejecting the agreement? Decidedly the reverse. It would then seem the part of wisdom to take what we can get, and, in any case, it would be practically impossible for the Grand Trunk to take over the Northern without taking over its obligations, whatever they may be, with the others features of the property, so that the city's interest will stand after the agreement is ratified for just whatever it turns out to be worth.

Those who pretend to know, say that this taking over the roads by the Grand Trunk, is not merely the first step toward the Sault, but that it is the first toward Manitoba via St. Paul. And not only that, but it is claimed that the making of the new connections will necessitate such a change in the east as will secure for Toronto a new direct connection for Ottawa, and that through a portion of the Province a great part of which is not now directly tributary to the city. Events develop rapidly in these days, and doubtless the whole plan, whatever it may be, will soon be made plain.

MORE SUBSIDIES WANTED.

PRESSURE is being brought to bear upon the Ontario Government to induce them to "reopen the railway policy," as those favorable to the scheme put it. In other words the desire is that the Ontario Government should resume the payment of subsidies to railways in different parts of the Province.

We believe in railways; the Province can hardly have too many of them. But we do not believe in railway building on the ordinary system, as it is conducted here in Canada. There is no trick in building a railway if you have the money to pay the contractors; there is very little trick in it if the road to be built is of such a character that its bonds will sell at 75, and a bonus of any reasonable proportions can be secured. But the trick is simply in choosing the

route and getting the bonus. And experience proves that those who secure bonuses with the greatest facility are not railway men but schemers of various kinds and grades. If there is traffic to maintain a railway, there will be little difficulty in getting that road built. If there is not traffic at ordinary rates, and some of the people willing to pay extraordinary rates and prefer to "slump" their payments into the form of a bonus, there is no reason why they should not be accommodated with whatever they are willing to pay for. But it is illogical and contrary to public policy that the public, whether as a municipality or a province or a dominion, should pay all, or part, of the cost of a road and then leave the management of that road entirely in the hands of others, as is now the universal rule.

It is inevitable that there must be some public control of railways, for the simple reason that they enjoy public franchises and perform public duties as common carriers. There is, therefore, nothing in the plea so commonly raised that a railway company has as much right to manage its own affairs in its own way as a grocery firm has. But, on the other hand, too much public control of railways amounts to a confiscation, to a greater or less extent, of capital invested *bona fide* in valuable public works. But it is not to be supposed that the people will go on forever bonusing roads and then leaving the management to others, on the plea that public management means confiscation. In fact the bonus system is the thin end of the wedge of government control and ownership of the roads. It may be essentially necessary in some cases to endure the evil and take the risks of bonusing in order to secure the necessary development of the country. But this principle, if admitted, is to be applied in good faith and not stretched so as to cover the subsidizing of roads which are valuable mainly to the schemers who promote them.

There is another phase of this question. One of the strongest reasons urged for the change of the Ontario Government's policy is that it will enable the government to make itself "solid" in certain constituencies. In other words, having millions of public funds at their disposal, the government makes the excuse of putting them to public use to buy an additional lease of

power. We do not intend to discuss politics, but from a railway standpoint we claim that this be-devilling of our public affairs can lead to no good, either generally or in relation to railway interests.

In order to keep our politics pure, in order to prevent railways being made the playthings of schemers who are of no use to the province or to its railway interests, it is to be hoped very earnestly that the Provincial Government, so far as this scheme is concerned, will "go slow."

BENEFIT FUNDS.

"Similarly in Germany and other European countries railway employees are cared for in a paternal manner by the companies whom they serve, and are thus relieved from many of the anxieties of life and attached more strongly to their avocation and made more useful to their employers." So says the *Railway Age* in the course of a long article on railway employees' benefit funds. The tone of the article is fairly given in this short extract; it is patronizing in the extreme.

There seems to be a good deal of misapprehension as to the true relation of employer and employed in connection with these funds. We hold that where they are established on a true basis they are for the purpose of making good to the employee a deferred payment, deferred necessarily because length of service, good fortune, or otherwise in the service, faithfulness and ability in the discharge of their duty must all be taken into account in calculating it. The payment is not made on a basis of strict definite bargaining, but in a general way for the same reason, that an absolutely accurate estimate of the amount due on this "deferred payment" is beyond human power to make. But the fact that the arrangement for sick or aged benefits is not made as definitely as that for monthly pay does not in the least interfere with the fact that the employee has a *right* to it.

If the fund is established on any other basis than this, the employee is a "servant" of the company, and is "cared for in a paternal manner" by the company. He takes the sum given him from the benefit fund as a gratuity for which

he is to be thankful, considering himself privileged above the majority of men of his class. There are two things about this. In the first place, no self-respecting man wants to be treated as if he were his employer's inferior, whether that employer is an individual or a firm or a company. In the second place, a public company like a railway company has no right to collect money for any such purpose as to distribute in this semi-charitable way.

It is a beautiful idea that of the company being a sort of chief, and all the employees clansmen faithful in little things and in great. Loyalty to his road is one of the finest traits of the typical railway man's character. This noble feeling has been the inspiration of deeds of heroism as great as those of Scottish clansmen or Spartan warrior, and is to-day the greatest guarantee of the safety of life and property in connection with railway operation. That feeling among railway employees at least is not one involving any distinction as to equality between employer and employed. The engineer or switchman feels and has the right to feel as much right to treat the company in a "paternal manner" as the company has to treat him so. Loyalty to the company is, at bottom, a feeling of self-respect, and that feeling is more potent with free men than any feeling of loyalty at the expense of self-respect could possibly be. It is not necessary, therefore, in order to preserve this moral force which saves life and property from destruction, to have benefit fund schemes upon any supposed "paternal" relation between the company and its employees. It is necessary, however, to treat the men with justice. If it is held that there is a value to the railway company given by the united efforts of able, earnest employees which cannot be made up for in the monthly pay, a benefit fund is probably as good a scheme as any for wiping off the indebtedness. The advantages of such a scheme are incalculable. Those established by the two great Canadian railways—the Grand Trunk and the Canadian Pacific—have saved hundreds if not thousands from want. But if they are to be attended by talk of "paternal" treatment, and if the idea is to be advanced that there is anything now in them than simple *business*, it would have been better had no such thing ever been suggested.

Editorial Notes.

SIR GEORGE STEPHEN'S visit to England is reported to have been eminently successful. In answer to inquiries addressed to him on his return on the 17th inst., he said that the preliminaries concerning the subsidy for the trans-Pacific line had been all settled, and the steamers would be running in about a year. The Canadian Pacific "gits thar" in this as in other enterprises it undertakes.

It is understood that in the coming session of the Dominion Parliament the most important general railway measures to be proposed will be brought down by the government itself. The nature of the proposed amendments is not known, but they will probably be based upon the recommendations of the Railway Commission, and will be directed to preventing the harmful results to the public of monopoly and unjust rivalry.

THE success of the Canadian Pacific Algoma Branch loan is another pleasing evidence of the strength of Canadian railway securities in England. Though announced late on January 16th, the list closed early in the afternoon of the 17th with £5,000,000 subscribed on a loan on which only £750,000 had been called for. The price of issue was 98½ per cent., which some of the financial critics had declared to be too high. But the result proves the soundness of the judgment which directed the loan.

THE report of the Railway Commission has been placed in the hands of the Government, and will doubtless be ready for Parliament soon after that body meets. No official intimation has been given of the conclusion the Commissioners reached, but it seems probable from what has appeared in the daily press, that they have agreed upon recommending some form of further government control of railways. It is likely that, in the absence of other questions, the Government will take the matter up as one to be dealt with this session.

A MUCH-NEEDED road is that proposed from Coteau, P. Q., to Ottawa. This line will run through the county of Vaudreuil, P. Q., to the Ontario boundary, thence on through the county of Prescott, touching some of the principal

villages in that county. A curious point about this proposed line is that it will run through a county—Prescott—which has not within its bounds at this time a single mile of railway. There are thriving towns there whose people find themselves hampered in trade by being obliged to resort to last century's means of transportation, and it is much to be hoped that the new road will be built.

THE question of continuous steam-heating will probably be nearly settled by the time another winter presents itself. The duplication of roads is so easy in these days of cheap and rapid construction that it is necessary for every road to make improvements as rapidly as possible so as to head off competition. Public sentiment has been so much aroused by the terrible loss of life resulting from car-stove accidents that the adopting of steam-heating is one of the best advertisements for passenger business that a line can have. The difficulties in the way of heating cars with steam from locomotive are not by any means insuperable, even on those roads which run through the blizzard region. It is true that in view of the possibility of engines being stalled in a snow drift, making it necessary to draw the fire, some alternative means of heat must be provided. But even with that, it is not certain that the cost will be greater than that of the present system, while the manifest advantage of steam-heating would make up for a considerable outlay, should that be necessary. The leading trunk lines of the west have reached an agreement to have uniform couplings for the steam-heating pipes, so that the problem may not be encrusted with unnecessary mechanical difficulties.

THE *Shareholder*, New York, is inclined to doubt the feasibility of the alleged Lehigh Valley scheme of a fleet of lake vessels carrying anthracite westward and flour eastward in connection with the Sault Ste. Marie & Atlantic & Lehigh Valley lines. The *Shareholder* expresses the opinion that, while this may do well enough to extend the western market for the anthracite of which the Lehigh Valley has a partial monopoly, it will not work so far as the flour is concerned, because of the necessity of breaking bulk twice on the journey. It will be a good thing for important Canadian interests

if the scheme should be found unworkable, so far as both coal and flour are concerned. With its advantageous connections for New York, and the prospect of even better, the Canadian Pacific can handle the bulk of the flour trade, and when the Grand Trunk is finished through to the Sault, as it will be in a few months, the carrying capacity of the Sault lines will be enough for all the traffic offering. To tranship flour at Lake Michigan, as proposed, and carry it down to Buffalo would take away a considerable traffic from the Canadian connections of the American Sault lines. As for the westward freight—anthracite—it is reported on high authority that the anthracite from the Canadian North-West, entering the United States duty free, will, in a short time, supply the territory west of a line drawn from the Pacific ocean at the Mexican boundary through St. Paul. Although there is a market for all the Canadian anthracite that can be mined for years to come, it will hamper the full development of the mines if the Lehigh coal can be sent at a profit west of St. Paul.

A Great Interview.

ONE of the most remarkable interviews of the remarkable series which Mr. Norman, of the *Pall Mall Gazette*, is now doing on this side of the line is that with Mr. Van Horne regarding the Canadian Pacific. We reproduce it entire. It is dated "from on board the Canadian Pacific express": Mr. Henry Norman sends from "on board the Pacific express" the following account of an interview with Mr. W. C. Van Horne, in respect to the Canadian Pacific Railway. "I asked Mr. Van Horne," he says, "if he would allow me to put to him a series of blunt questions about the Canadian Pacific Railway from all the points of view that were likely to interest English readers, whether investors or not. 'With pleasure,' he said: so I began at the beginning. The vice-president answered fully and frankly, and in the following conversation, I venture to hope, will be found at least as succinct and authoritative account of the Canadian Pacific Railway—its present condition and future prospects—as has yet been published. It was interrupted in the middle by our arrival at a point where I was compelled to leave his car, and completed several days later by appointment over a telegraph line seventeen hundred miles long, he being at one end and I at the other, a method of procedure which enabled him, as a clever little lady who knew of it remarked, to compose his answers without the necessity of composing his countenance."

"Well, Mr. Van Horne, what is the present extent of the Canadian Pacific Railway

system?"—"Including the Sault Ste. Marie Line, which is just completed, the total mileage is 4,650. The company is working in addition the South Eastern Railway, embracing 272 miles, of which it is the chief owner, but the earnings and expenses of this are not included in the Canadian Pacific figures in any case. The length of the main line from Montreal to Vancouver is 2,906, or from Quebec to Vancouver 3,052 miles."

"How do you divide such an extensive railway for working purposes?"—"It is divided into four grand divisions, each under a general superintendent, and each of these is more or less divided into working sections under divisional and assistant superintendents. The Ontario and Atlantic Division comprises the Ontario and Quebec Railway from Montreal to Toronto, the various lines radiating from Toronto to St. Thomas, London, Owen Sound, &c., and the lines south and east of the St. Lawrence River, including for working purposes the South-Eastern Railway—in all a little more than a thousand miles. The Eastern Division includes all of the main line from Quebec and Montreal to Port Arthur, at the west end of Lake Superior, the Brockville, Prescott, and other branches, and the new Sault Ste. Marie Line—in all something more than fifteen hundred miles. The Western Division embraces the main line from Port Arthur to Donald, on the Columbia River, and includes the branch lines in Manitoba, in all about nineteen hundred miles. The Pacific Division embraces the greater part of the mountain section of the main line, extending from Donald to Vancouver, the Pacific terminus, and also a branch to New Westminster on the Fraser River, in all a little less than five hundred miles. The main line from Montreal to the Pacific is divided into twenty-three working sections of about one hundred and twenty-five miles each. A working section covers the ordinary daily run of a locomotive."

"Then twenty-three different locomotives are required to move a train between Montreal and the Pacific terminus?"—"Yes."

"What number of men are employed in working all of the lines?"—"About fifteen thousand, excluding those employed in the construction of the lines."

"How many men were employed during your most active period of construction?"—"The entire force at times exceeded forty-two thousand men."

"What is the present extent of the company's rolling stock?"—"It has about four hundred locomotives, four hundred cars of various kinds for passenger service, and about ten thousand freight cars; but large additions are to be made immediately."

"The sleeping-cars are managed by the company itself, are they not; differently from the American roads?"—"Yes; and the dining-cars, telegraph lines, grain elevators, and everything else. We have no 'side shows,' as they are sometimes termed. Even the town sites, so far as they could be controlled, belong to the shareholders."

"The company has a land grant: what is it, and where is it?"—"It has remaining

about fifteen million acres. The lands are all in the prairie country between Winnipeg and the Rocky Mountains—all good agricultural lands."

"No bad with the good?"—"No; under the contract with the government the company was permitted to select its lands, and every section is carefully examined before it is accepted. I am glad to say that we had reason to reject but a very small percentage."

"How many acres have been sold up to this time, and what average price has been realized?"—"Exclusive of the six and a half million acres resold to the government, three and a quarter million acres have been sold at an average of three dollars per acre."

"Will the remaining lands bring as much?"—"They should bring more. It has been the policy of the company to direct settlers to the free government lands rather than to press sales of its own. All of the free lands within easy reach will be taken up within a year or two, and then the railway lands will be in active demand at increased prices. Our experience in this respect has been the same as that of the American land grant railways. Their sales were slow until free government lands were out of the way."

"Is there not a mortgage on the land grant?"—"Yes, but the bonds issued under it have mostly been redeemed and cancelled."

"For what purpose are the proceeds of land sales to be used?"—"They are depended upon to meet the future wants of the company in the way of rolling stock, general improvement, and additional facilities of all kinds. It is expected that the lands will yield a sufficient amount for all such requirements, so that the debt of the company will not have to be increased to provide for them—no watering of stock, that is."

"Will any large expenditures in this direction be required?"—"Yes; and I trust that we shall not be disappointed in having to make them. While in one sense the railway is completed, in another and larger sense it is far from it. As the traffic grows, more rolling stock, repair shops, sidings, warehouses, grain elevators, wharves, and a thousand other things must be provided, and this for a system of five thousand miles of railway, in a new and rapidly growing country, will require a large amount of money. The facilities for traffic are already far beyond anything we thought of three or four years ago, but they are already found inadequate."

"Is the increase mainly in through or local traffic?"—"In local traffic, chiefly. The gross earnings of the company for the present year will reach nearly twelve million dollars, of which more than 95 per cent. comes from local traffic."

"In what does this local traffic chiefly consist?"—"It comes from the mines, and the forest, and agriculture. New saw-mills and flour-mills are appearing from week to week along the line, and new villages as well. In the past four years the settlements have advanced westward into the forests of Ontario two hundred miles, following the main line of the railway. In the North-West they already extend 420 miles west from Winnipeg,

to say nothing of the important developments and thriving towns 400 miles further on. In the prairie country, at the eastern base of the Rocky Mountains there are numerous mining towns, some of which are not six months old. The lumber shipments from the mountains to the plains east have already reached large proportions."

"It has been stated that the Lake Superior section of the line is worthless, and an encumbrance upon the company. How is that?"—"It is the greatest possible mistake. At the present time we have six or eight freight trains daily each way over that section of the line, and it is likely that this number will be kept up throughout the winter. The Canadian Pacific would be nothing without this connecting link. Moreover, I believe that the mineral resources of the Lake Superior section will before many years make that section of the line self-sustaining, without regard to the through traffic."

"Is coal being found along the line of the railway in the West?"—"We have one of the largest coal fields in the world. The entire country from the Rocky Mountains eastward for more than two hundred miles underlaid with one or two beds of workable coal of good quality. Our supply for locomotives on all our lines, in Manitoba and west to the Pacific, comes from local coal mines."

"Is the coal bituminous or anthracite?"—"Both; the coal of the plains is bituminous, and in the mountains are great deposits of anthracite, some of which have already been opened up, and shipments from them have been as far as San Francisco in the one direction, and St. Paul and Minneapolis, in Minnesota, in the other. The quality is practically the same as that in Pennsylvania."

"What is the present bonded debt of the company?"—"The company's own issue of bonds amounts to thirty-five million dollars, but, in addition to this, it has assumed the bonded debt of several lines purchased in the East, amounting in all to about nine millions more."

"And what is the capital stock?"—"Sixty-five million dollars."

"How does the Canadian Pacific debt compare with that of the Grand Trunk and with that of the American Transcontinental Lines?"—"It is vastly less than any of them."

"How do you account for the difference?"—"The Canadian Pacific was built at a time when all materials were exceptionally cheap, and it was built directly, and for cash for those who intended to keep it."

"What is the company's indebtedness to the government, and what is the nature of the government's liens upon the property?"—"The company does not owe the government a penny. It paid all its debt to the government in full two years ago, and the government has no claim whatever upon the property."

"What are the fixed charges for the present year?"—"Three million two hundred and forty-nine thousand dollars."

"But in your last annual report it was stated that the fixed charges would be more than this?"—"Yes, but that was from the last

July, while I am speaking of the average for the year, and besides, some of the lines which were expected to be completed by July were not ready for operation till September."

"You said that the gross earnings would be nearly twelve million dollars; what will be the net earnings for the year?"—"I cannot say accurately, and it would be improper for me to give such information, if I could; I may say, however, that there will be a handsome margin above fixed charges."

"According to your latest reports there has been a decrease in net earnings up to this time, as compared with the same period last year. Why was this?"—"The loss occurred during the first four months of the year. Last winter was one of the most severe ever known in Canada, and while the railway was kept open at a large expense the business of the country was much impeded. Some sections of the main line was quite new and ill-prepared for such a stress of weather, and the expense of keeping those sections open was very great. The effect of the exceptionally severe winter upon the locomotives and rolling stock generally affected our expenses all through the summer."

"Is the line prepared for another winter?"—"Yes, fully, and I do not think another such winter would give us much trouble. The protection of the mountain region has involved a large outlay, but the directors thought it wise to make the most thorough work of it. It is difficult to imagine anything that can happen now that will cause serious trouble. Heavy snows may check the business of the country at times, but there will be no extraordinary expense in keeping the railway open."

"What is the nature of the present guaranteed dividend of 3 per cent on the Company's capital stock?"—"It is based on a deposit of cash by the Company with the Government, sufficient, with interest, to pay 3 per cent for ten years on the sixty-five million dollars capital stock. In other words, the Company purchased from the Government in 1883 an annuity for its shareholders extending to August, 1893, equal to 3 per cent annually on their shares."

"Will your surplus earnings above fixed charges for the present year be used to supplement this guaranteed dividend?"—"Probably not; a large amount of rolling stock has to be provided, and there are many other things requiring the use of money, and I feel sure that the directors will deem it wise to use the surplus earnings for this end. This course will in the end work to the advantage of the shareholders."

"What do you think of the prospect of dividends after the expiration of the Government guarantee?"—"I have not the shadow of a doubt that long before that the Company will be able to pay suitable dividends from its surplus earnings."

"At what rate, do you think?"—"That I would not like to say. I don't pretend to be more than a six-year-old prophet, and besides, your readers might think me wild."

"Do you care to say anything about the recent attacks on the Canadian Pacific in the American Press?"—"These attacks from that direction are nothing new. A few years ago they insisted that the scheme was all moon-

shine, that the railway could not be completed, that it could not earn expenses if completed, and that at best it could not compete with the American lines. Now you observe a change. The Canadian Pacific is at present an 'octopus,' an 'all devouring monster,' a 'pirate,' it is 'robbing American Transcontinental lines of their traffic,' 'pushing them to ruin,' and all that. These attacks are more amusing than annoying. It is something to see our ability to compete with the older lines so fully recognized."

"Do you think their recent attacks were instigated by the Pacific lines?"—"I would not like to think or say that. Probably they are only political."

"Do you think there is any truth in the reports about a movement being on foot to secure legislation at Washington to prevent the Canadian Pacific from competing for American trade?"—"Undoubtedly an attempt will be made at the coming session of Congress, but I don't think it will succeed. The United States Congress is, I am sure, above that kind of business, and the Canadian Pacific lines are not likely to be looked upon as innocent children and protected by a 'Baby Act.' It would be difficult to strike the Canadian Pacific without striking the Grand Trunk and the Canada Southern at the same time, and the people of the Western States know too well the value of competition by Canadian lines to permit themselves to be deprived of its benefit, and to be left to the tender mercies of the American trunk lines."

"It has been charged that the Canadian Pacific was responsible for the demoralization in Transcontinental rates. Is this true?"—"Decidedly not. This rate-war commenced with the disruption of the Transcontinental pool at the beginning of 1886, six months before the Canadian Pacific appeared in the field. When our line was opened through to the Pacific last year, in July, the fight was going on. Our neighbors, while throwing stones at each other, smashed some of our windows, and we then took a hand for self-protection, giving notice, however, that as soon as our neighbors were able to settle their differences, which did not concern us, we would not stand in the way of peace. Happily, this is all over, an agreement having been reached not many days ago."

"Finally, Mr. Van Horne, what about the importance of the Canadian Pacific Railway from an Imperial point of view?"—"Well, to say nothing of its importance to the Empire from a commercial point of view, it does not seem to me that there can be any question that together with its proposed fast steamships on the Pacific, the line will be of inestimable importance to the Empire in case of war."

"As bearing upon this function, in what time could a thousand troops, with their arms and baggage, be transferred across the continent from Halifax to Vancouver?"—"In six days easily. Indeed, it would be no difficult matter to take five thousand troops from Halifax on Monday and land them at Vancouver on the following Monday."

This seemed to be all, so the telegraph key clicked, "Good-bye, and thank you."

Nearly Lost a Railroad.

AN American exchange says: Charles Crocker, the railroad magnate, on his recent visit to the North-West, was approached by a business-like individual who introduced himself as general manager of the ——— Railroad. Mr. Crocker received him in his usual fatherly manner and the official began a lengthy discourse on the details of the management of the road, and finally suggested the wisdom of an extension of several miles into a rich wheat territory. Mr. Crocker had listened patiently to all these dry details, but the last suggestion was too much for him and he interrupted brusquely, "Why, ——— it man, I don't know anything about your road; have no interest in it and no advice to give." The general manager gasped out, "Why, pardon me, sir, but you own the road." "I own the road? No, I'll be ——— if I do, I never heard of it before. You have made a large mistake, my friend."

It was not until the astonished official had produced a printed list of officers of the road, which list was headed by the name of Chas. Crocker, president, that the nonplussed millionaire remembered that he was really one of the principal owners of the property.

The road had been a property of Mr. Crocker's company for some months, but he was sincere, he had forgotten the transaction entirely. It isn't often a man has a hand in so many roads that he loses track of them and denies their ownership, but such was the case in this instance.

The City Will Not Object.

SINCE the editorial article on another page relating to the Northern and Grand Trunk was written, the city has changed its mind. The following is from the *Toronto World*:

Hon. John Beverley Robinson, Toronto's ambassador and minister plenipotentiary to England, to oppose, on behalf of the city, the amalgamation of the Northern & Northwestern Railways with the Grand Trunk Railway, will be cabled by the Mayor not to carry out the instructions which he had when he left here.

This is the outcome of a special meeting of the Council called recently to consider the report of the special committee appointed to interview General Manager Hickson in relation to the amalgamation. The Mayor was in the chair, and all the members were present with the exception of Ald. Galbraith and Ald. Pella. The report as presented was:

Mr. Hickson, while he could give no definite promise as to the workshops being permanently located in Toronto, as they now exist, said there would be no desire to remove them, but the Grand Trunk would not construct new engines or cars or do any heavy repairs here, as it was a rule of the Company to have all new engines constructed and all heavy repairs made at the workshops in Montreal or Stratford, but at the present time there would not be any change, and he thought with the extension of the contemplated new lines to James' Bay and to the Sault that the extra work required in the way of light repairs, etc., would

in a large measure make up for the loss of new work in the way of building engines, etc. He further said that the Northern & Northwestern Railways are under no obligation to the city to keep their workshops in Toronto.

Mr. Hickson gave every possible accommodation to the passenger traffic, especially as they wanted it, and if the City Hall Station could be altered or so changed as to afford proper accommodation for the trains from the east and west, that these trains would be stopped at this station. Various plans were suggested. Of these the most feasible was to divert Esplanade Street between East and West Market Streets to the north of the present station, and remove the present station building south, which if done would give all the accommodation needed.

Mr. Hickson stated that it was of the utmost importance for the prosperity of Toronto and the Grand Trunk Railway that the line running from North Bay to James' Bay be built as speedily as possible, and he would further say that it was in the interests of the city to use every legitimate influence to accomplish this much desired work. He thought the Ontario Government should assist in its construction by granting substantial bonuses.

The city is also vitally interested in the extension of the Northern Railway system to Sault Ste. Marie, which will soon be an accomplished fact.

Mr. Hickson was under the impression there was some misapprehension as to the position of the Northern Railway stock held by the city and the ratification of the bargain between the Northern and the Grand Trunk Railways. The fact of the matter was that the Grand Trunk had not to go to the Dominion Parliament for the ratification of the agreement, but only in reference to the stock. Hon. J. B. Robinson could not in any way block the agreement.

The question of discrimination of rates came up, but he showed no disposition to discuss it. He had told a deputation from Hamilton in relation to the same matter, that instead of paying less they should pay more, and that after the amalgamation he would be willing to discuss the matter.

With reference to the settlement of the dispute as to ownership of certain property now occupied by the Northern & Northwestern Railway on the Esplanade, the rights of the city were amply provided for in the agreement, and after the amalgamation was accomplished Mr. Hickson would invite discussion with a view to arrive at an agreement satisfactory to all concerned.

In view of the facts as above stated, your committee would recommend that Hon. J. B. Robinson be informed by cable that no action is to be taken by him on behalf of the city to oppose the amalgamation between the Northern and the Grand Trunk Railways.

The Council went into committee on the whole to discuss the report, Ald. Gillespie in the chair.

Ald. Baxter moved the adoption of the report, which was unanimously carried without amendment. In Council the report passed unanimously, and Mayor Clarke was instructed

to cable to Mr. Robinson, requesting him to take no action on behalf of the city. Ald. Baxter wanted the chairman of the joint committee in London also notified of the Council's action, but this, it was generally felt, would be an insult to Mr. Robinson.

What a French Chief Engineer Says.

EMILE ACKER, of Paris, chief engineer of the sleeping-car bureau of the Grand European Express and Interior Co. of France, has been sent to this country to study the American passenger car system. He recently passed through Pittsburgh on his way to Chicago, and is reported by a Pittsburgh paper as having expressed his astonishment at the perfection to which our passenger cars have been brought.

"They are infinitely superior to our coaches in every respect," said he, "but your roadbeds are perfectly miserable as compared to ours. If our rattling cars were brought over here they would not stay on the track a minute. There is another thing here that is simply awful; your curves are so sharp. To my mind it can not be possible that the car will stay on the tracks, and I fear for my life; yet everybody is so calm and comfortable that I only need to look around to see that there is no danger. Then, too, you run so fast, and in spite of me I would clutch the seat when we swung around that curve just out of town. I can honestly say that I never passed a sharper curve, and will have trouble in convincing those at home that we went over the bend at a rate of 45 miles an hour. We rarely run so fast as that. It isn't necessary. We haven't thousands of miles to go, and time is no object. We want safety. I will try to take your car system back with me; but you can keep your roadbeds and your awful rush to get from one place to another."

Canada Shows the Way.

THE following, which was published in the *Pall Mall Gazette*, and called to the *Empire*, of Toronto, is a most remarkable tribute to the energy, loyalty and foresight of the Canadian people: The shrinkage of the world under electricity, which is the most notable phenomenon in our century, has seldom been more remarkably illustrated than by the interview which took place recently between the editor of this journal and our special commissioner. Mr. Norman has at last found his way across the American continent, and on the eve of his departure for Japan, standing on the shore of the Pacific, he paused to hold an hour's conversation with his chief at a distance of over seven thousand miles. This interviewing tour round the world, in the course of which our representative interviewed almost every colonial personage of note in the Dominion, from the governor-general to the mayor of Vancouver, has now yielded the most extraordinary interview on record. Never before has modern journalism made so bold a use of the instruments which science has placed at its dis-

posal. Between our special commissioner and his chief stretched an expanse of sea and land, across which, thirty years ago it would have been impossible to exchange communication in less than three to four months. But thanks to the enterprise and energy of cable-layers and railroad builders during the last few years it is possible to hold a confidential conversation between London and Vancouver without a greater interval than four minutes between the answer and the reply. Four minutes instead of four months. That measures the shrinkage of the plastic world beneath the magic touch of the electrical engineer. None of the wonders of the Arabian Nights can outdo the marvel of that midnight talk across the cable, in which a question, framed on the banks of the Thames River was answered on the banks of the Frazer River within a couple of minutes. In four minutes a circuit of 15,000 miles was complete. London can talk to Vancouver with no more delay than, if the telegraph were not, the horse guards could talk with the war office. The night was unpropitious, a storm raging in the far-away western regions between Winnipeg and the Rocky Mountains interrupted the conversation for nearly an hour, but although the temperature was below zero the damage was promptly repaired, the interrupted sentence was completed, and the interview proceeded to its close as though no blizzards had swept across the North-West and the wire, instead of traversing ocean depths and mountain heights, had merely connected Hampstead and Wimbledon. This interview at 7,000 miles' range is an object lesson of the first importance, for it teaches the world that distance has disappeared so far as the transmission of ideas is concerned, and as the government of men, and especially the representative government of men, tends to become more and more a matter of ideas, it is impossible to over-estimate the political significance of the revolution thus effected. As our commissioner very wisely remarked the slender filament of metal along which the men crossed and re-crossed messages of sympathy and requests for direction, is itself a striking symbol of our imperial unity and prophetic of that closer union there is still to be between our island realm and what Sir John Macdonald calls her auxiliary kingdoms. Regarded as a chain what can be weaker than the trailing anchor of a storm-driven vessel. She might snap the cable at either end. A gust of wind might bring the overhead wires to the ground, a prowling bear from the forest primeval clambering up the poles might interrupt the circuit. As a material the nexus is slender as the gossamer. And yet what chain of fortresses, what Roman wall of frowning masonry could vie for a moment in real potency as an empire-binder, with this silent and secret highway of the thoughts of man. It makes neighbors of dwellers at the uttermost ends of the earth. The change cannot fail to impress the imagination of statesmen, and to fill the hearts of our people with fresh hope as to the promise of the future. Our correspondent is evidently impressed with the danger of attempting to draw too tightly the

imperial tie. Fortunately we need be under no apprehension on that score. England, after the next general election, will give Home Rule to Ireland, and she is not likely to accompany that wise step in the direction of judicious decentralization at her own doors by an endeavor to move in the other direction in her relation with the Dominion. The ultimate tie between the English speaking commonwealths seems likely to be an alliance for mutual assistance against foreign foes and a permanent tribunal for arbitration and conciliation, to which all questions at issue between the allies will be referred. For the rest we must look to the growth of a common patriotism, borne of common interests and of a common tongue, among peoples now dwelling within earshot of each other, even though their habitation may be in the valley of the Saskatchewan or on the banks of the Clyde. The reception accorded to our commissioner in every province of the Dominion, the hospitality he has experienced and the cordial assistance rendered him in the attempt now being made to familiarize the Old World with the thoughts, sentiments and aspirations of the Canadians, are all tokens of the existence of a community of feeling and a consciousness of our unity which cannot fail to be enormously strengthened by every fresh manifestation of the fact that distance has disappeared and space no longer intervenes as a barrier between the ocean-scattered members of our imperial family.

Speaking of this feat the *Montreal Star* says:—The telegraphic feat performed on the 22nd inst. by the managers of the Canadian Pacific telegraphic system with the aid of the Mackay-Bennet cable, to accommodate our talented and enterprising correspondent, Mr. Henry Norman, of the *Pall Mall Gazette*, would, a few years ago, have been considered wildly incredible. To have instant communication between Vancouver on the shores of the Pacific (a city not then in existence) and London across the wide continent of America and the vast Atlantic Ocean, would have been deemed impossible. Yet so used have people become to the wonders performed by the telegraph, and by the energy and enterprise of the men of our race, that this marvellous feat is performed without exciting any astonishment. Still there are very few indeed who have any idea of the difficulties which have been met and overcome before Vancouver in British Columbia could have been placed in telegraphic communication with the great metropolis of the British Empire. Were it not for the Canadian Pacific Railway, Vancouver city would have been non-existent. This city is one of the creations of that wonderful enterprise. Great part of the telegraph that formed that immense circuit of 8,100 miles is but an appendage to the Canadian transcontinental railroad. That railroad itself with all that is necessarily connected with it is a truly stupendous work. We do not believe that any nation of five millions ever before in the history of the world accomplished a task so truly herculean as its construction. What it implies to the British

Empire is only beginning to be seen. The possession of that highway to the East has increased the importance of Canada to the empire immeasurably and has greatly strengthened the tie that binds her to the mother country. The feat of telegraphy which was performed at Vancouver on Sunday shows too that Canada has contributed not a little towards making London the great nerve centre, so to speak, of the whole world.

The Eads Ship Railway.

THE Eads Ship Railway must be built. The necessities of the times will compel the consummation of this enterprise. But there are some items that enter into the question that deserve serious consideration.

That the scheme is practicable no longer admits of doubt. The feasibility of the undertaking is as well assured now as the operations of railways are. No one seriously doubts the possibility of transporting ships by rail from the Gulf of Mexico to the Pacific ocean and return. The late Captain Eads, at the time of his death, had all the details so complete that there can arise no possible question concerning the ability of the company to execute them.

Again, there cannot be two opinions as to the benefits to accrue from the operation of this ship railway. The projected canals farther south can never, even under the most favorable circumstances, prove half as advantageous as the railway. Their construction is at best in the remote future, and the demand for rapid transit between the Atlantic and Pacific oceans is a present requirement.

The road must be completed. But by whom? It is said that the representatives of the company propose to go abroad for the purpose of raising the necessary funds for prosecuting the work. That the money can be procured is certain, but it will be a disgrace to the United States of America if the control of this inter-oceanic highway shall be permitted to pass into foreign hands.

National pride ought to dictate the raising of the necessary \$100,000,000 in the Republic that counted Capt. Eads as its most eminent engineer. It is true that Capt. Eads needs no monuments erected to perpetuate his memory in America, for by his genius he wove his fame into the warp of his country's history; but our people cannot afford to manifest indifference in cases of this kind, for they will do honor no less to their own qualities of head and heart than to an illustrious name by undertaking the completion of the crowning emanation of a master mind.

But, putting all sentiment aside, the United States cannot afford to let the control of this ship railway pass into foreign hands, when the commercial side of the question is brought to view. Not only will this route become a cheap highway between the eastern and western coasts of the Union, but it will be an available and desirable course for the exchange of traffic between the western countries of South and Central America and all parts of this Republic east of the Rocky mountains.

The advantages of having the Tehuantepec route in the control of this Government, should war arise between this and any foreign country, cannot be over estimated.

In view of all these considerations it will be cause for regret if America is so careless of her privileges and so diletant in her duties as to allow a European nation to step in and take possession of one of the most important lines of transportation on the continent. There is money enough in the United States, and there ought to be pride, patriotism and enterprise enough to put this undertaking on a firm financial basis. Every consideration of proper sentiment and sound business policy calls loudly upon Americans to act in this matter and to act quickly. *Railway Register.*

English Opinion.

IN its review of the year the *Railway News* of London, England, has the following to say about the Canadian railways:

The progress of railways in Canada has been watched with considerable interest by investors. The published traffic receipts for the greater part of the year showed considerable improvement over those of previous years, and speculation in the stocks was active. The range of prices in Grand Trunk stocks was extensive, being 6 in the ordinary, 13 in the first, and 22 in the second, 15 in the third preference, and 12 in the four per cent. guaranteed. The prices at the close of the year show but little alteration. The principal feature has been the marked improvement in the value of the debenture stocks, which are now much more highly appreciated than was the case twelve months since, the five per cents. having risen 7, and the four per cents. 4 per cent. The important work of doubling the track between Montreal and Toronto has been taken vigorously in hand, and when completed will prove of great value in increasing the facilities and reducing the cost of operating the line. The success which has attended the conversion of the high interest-bearing bonds into those carrying lower rate of interest, and the consolidation of many minor stocks has made satisfactory progress. In the first half of the year the net earnings of the Grand Trunk increased by £59,000; for the five months of the last year, for which the revenue statement is published, the net increase was about £20,000. The net increase will probably amount to £70,000 for the year on the main line, and on the Chicago about £50,000. The Canadian Pacific made a very unfavorable record for the early portion of the year, but later on the state of affairs greatly improved, and large increases of receipts were reported. The harvest of last year was remarkably good, and it is reported that the traffic to be moved is limited only by the carrying capacity of the railway. The close of the year witnessed the opening for traffic of a most important connection, via the Sault Ste. Marie Bridge, and five heavy freight trains passed over it in their direct route to Boston and New York. Arrangements between the company and the Dominion Government have been projected and discussed, which, if ac-

cepted, will, it is said, give material assistance to the railway, while imposing no additional burdens upon the Dominion of Canada. These proposals are based upon the surrender of the monopoly rights granted to the company, and also of the claims of the company to its fifteen million acres of land and the telegraph system across the Continent. Subsidies in connection with the establishment of mail services on the Atlantic and Pacific are also confidently expected.

London & Port Stanley Road.

THE annual meeting of the London & Port Stanley Railway Company was held on 20th inst., in the Mayor's office, London. Present—Messrs. James Egan (President), Joseph Hobson (Chairman), William Bowman (Secretary), Charles Stiff, Mayor Cowan, Mayor Midgley, St. Thomas; Andrew Cleghorn, John McClary, Geo. S. Birrell, W. J. Reid, and R. Pritchard.

Report of the Directors to the shareholders for the twelve months ended Dec. 31, 1887.

The quarterly rentals due under the lease have been promptly paid by the Grand Trunk Company and applied as provided in paying interest on first mortgage bonds held by the municipalities of London and St. Thomas. An arrangement has been made with the Canada Southern Railway Company, who are now making use of that Company's railway between St. Thomas and London. The line has been kept in good repair, and due provision has been made for accommodating the traffic.

Messrs. George S. Birrell and Robert Pritchard were chosen as Auditors.

The following Directors were declared elected for the ensuing year:—Messrs. Joseph Hickson, Charles Stiff, J. Hobson, Robert Pritchard, Andrew Cleghorn, W. J. Reid, James Egan, George S. Birrell and John McClary.

At a meeting of the Directors next held Mr. Egan was re-elected President; Mayor Midgley, Vice-President; Mr. Bowman retaining office as Secretary.

Railroad Speculation.

THE *Railway Register* says:—It is unquestionably true, although it is not recognized as frequently as it ought to be, that there is a vast difference between the operations of a railroad and the manipulation of its securities. It seems to be in fashion to include all in the same category, but it is inconsistent and unjust.

As a matter of fact, the operation of railroads return a very moderate per cent. upon the amount of money that has been invested in them. The men who have grown rich as railroaders have been stock operators instead of road operators.

But the men who buy and sell the securities of the transportation companies are not the only ones who prey upon the roads. There is an evil that ought to command the attention of the law makers of the Republic, because the honor of the nation suffers by the lax provisions of our statutes.

In theory, the exercise of the right of eminent domain can only be enjoyed by a railway company when the public convenience demands the building of a transportation line. In fact, however, it is exercised constantly when no public benefit is sought to be conferred.

A man or company of men, under the lax laws of most of the States, may take out a charter for the building of a railroad between any points he may choose to mention, and proceed to condemn property along the route, whether the people are willing or not. Often there is no thought in the minds of the incorporators of a company of going further than is necessary to force an existing corporation to buy up their franchises, in order to avoid what is feared will prove to be a ruinous competition. Such a thing as this ought not to be possible.

The need of a railroad ought to be demonstrated beyond question before a charter issues from the State Department. Then the men should be required to deposit a sum, or file an approved bond, to be forfeited if the conditions of the charter are not performed. This speculation in railroad charters is pernicious, and cannot be contemplated with pride by those who wish to think well of the customs of this country.

Parallel lines and competition under present railway laws and the ruling of the various commissions are no longer necessary to good service and low rates.

A Brilliant Outlook for the New Year.

MR. THOMAS TAIT, Assistant Superintendent of the Canadian Pacific Railway, with headquarters at Moose Jaw, N. W. T., was in Montreal sometime ago. In reply to questions he said to a *Gazette* reporter:

"I believe the outlook in Manitoba and the North-West is very bright, and that the farmers are satisfied and prosperous, and with good cause. The crops there were such that the farmers themselves, in almost every case, underestimated them by a third—simply because they had never seen the like before, and did not believe the yields possible. That the farmers are prosperous is evidenced on every side by the comfortable houses they are building for themselves, by the erection of commodious stables and barns, the large amount of fencing being done, but most particular of all, by the large increase in their stock and the superior breeds being introduced. There is no apparent diminution in the number of grain stacks throughout that country, although all the labor obtainable has been busily employed since harvest in threshing and shipping. This year's crop will not be threshed out until April, if then. There are many authentic cases of yields of 47 and 48 bushels of wheat to the acre. When I say this I mean 'average yields,' over a whole field of grain. Even as high as 58 and 65 bushels have been claimed by farmers.

"Is the local traffic on the western division increasing?"

"Yes, indeed; in the most marvellous way. Not only is the local passenger travel increas-

ing daily for the people up there, like those in the States, are great travellers—but the amount and the variety of the through travel is astonishing. One meets on our trains passengers from California, Oregon, Washington Territory, Alaska, China, Japan, Australia and New Zealand. The freight business, too, is increasing largely. New avenues of commerce seem to be opening up in every direction. We are shipping our flour to China and Japan; also dairy produce. Potatoes from the Canadian North-West were eagerly sought after in Chicago this year, and large shipments of them have been made to that point. In fact the trade possibilities seem unlimited. All we want now is people, and everything points to a large immigration from all quarters during the coming year."

The Sault and Montreal.

THE *Montreal Star* of 20th inst., has the following:—The visit of Sir Donald Smith and Mr. Van Horne, of the Canadian Pacific Railway, over the new Sault Ste. Marie and Atlantic Railway to Minneapolis, was returned this morning by a deputation of officials and principal stockholders of the new road from Minneapolis.

The deputation consists of Hon. W. D. Washburne, President; Hon. J. S. Pillsbury, Captain John Martin, Captain C. C. Merriam, Messrs. F. D. Underwood, General Manager, H. E. Fletcher, and C. Litzhy.

Hon. W. D. Washburne, the President of the road, when seen, said: "There is no doubt but the opening of the new route will greatly benefit Montreal if it will only keep pace with the movement and provide accommodation for the increased trade which this venture will bring to it. We turn out from twenty-five to thirty thousand barrels of flour every day, and from that we export about 10,000, and I do not see any reason why that should not come here. It will be cheaper to send stuff from Minneapolis to Montreal than it is to send it from Chicago to New York; besides there they have to use lighters to transfer the cargo from the cars to the vessels, while here we can run our cars almost alongside of the boats. Not only the accommodation for the ocean shipment of freight, but that for the transportation of passengers will have to be improved, for about the first of July we will be ready to offer every known facility to passengers, including as fine sleeping cars as are to be found in this country. We will have all the Canadian passengers and all those from the New England States, and there is no reason why Montreal cannot become as prominent a point for ocean travel as New York.

The party visited the officials of the Canadian Pacific Railway this morning, Mr. Underwood being closeted with Assistant General Manager Shaughnessy, mapping out plans for the mutual interchange of traffic.

Mr. Underwood is as enthusiastic as Mr. Washburne in regard to the prospects of his road. "We made first-class time," he said, "having left Minneapolis at midnight on Monday, and, after encountering that fearful storm, arriving here last evening. I had heard

a great deal about the Canadian Pacific Railway, but was more than surprised with it."

"I am not in a position to speak or make any suggestions about the changes and improvements in your harbor system which are being spoken of, but we are more than sure in Minneapolis that, if Montreal is in a position to offer the necessary accommodations for the increased trade, there is a great future in store for the commercial metropolis of Canada. The "Soo" railway can on an equal basis compete with any competitors, and with the great advantages it enjoys leave them far behind."

An Inter-State Question.

THE *Financial Daily Record* says:—The Inter-State Commerce Commission has begun the hearing of a case in which the merchants and jobbers of New York city are peculiarly interested, but which will also be watched with no little attention all over the country. The questions at issue are brought before the Inter-State Commission in the shape of complaints by individual firms and mercantile bodies of New York against the Trunk line roads and their association with reference to the distinction made in the classification and the tariffs issued by the latter between car load and less than car load lots of merchandise. The New York merchants claim that no distinction should be made, or if any, a very small one between the two, or that in effect the New York wholesalers should be able to ship less than a car load on as favorable terms as a car load of any given article. The railroads besides the defence that the cost of handling less quantities than car loads is enhanced, and thereby demands a higher rate, have advanced as a matter of principle that the merchants at interior and western cities are entitled to some protection from the competition of New York houses, and this can be only obtained through the maintenance of the distinction in question. It indeed would seem that the New Yorkers are moved in the matter by a tender solicitude for their own interests as against those of the interior jobbers and wholesalers, but it will be very interesting to note whether the Inter-State Commission will be willing to consider the matter on such broad grounds. It is to be expected that the interior cities will take a hand in the question before it is definitely settled.

Ottawa to Arnprior.

THE *Ottawa Journal* says:—The project referred to recently to build the Ottawa and Arnprior railway deserves the attention and support of Ottawa. The road will not only make the richest part of Carleton county a sort of next-door garden to the city, but it will connect the city with the upper part of the Ottawa Valley independent of the C. P. R.—and without any disrespect to the C. P. R., it is always advisable to have more than one string to your bow. The proposed road would shorten the distance between Ottawa and Arnprior an hour below the Canadian Pacific route. It would bring the output of the huge Arnprior

lumber mills directly into the Canada Atlantic Railway here, and the Canada Atlantic has been of sufficient value to the city and shown itself to possess sufficient liberality and enterprise to entitle it to our good wishes. The proposed road would be a most valuable contributor to the Ottawa Valley fair, which is henceforth to be permanent in Ottawa, and this alone should be sufficient to give Ottawa a keen interest in it. With such a feeder on that side, with the already completed C. P. R., Canada Atlantic and Pontiac Pacific, and with the Gatineau Valley road and proposed Ottawa and Vandreuil line on the south shore of the Ottawa, the exhibition will indeed be a central Canadian fair, and the city become the very heart of the Ottawa Valley. So far as the Ottawa and Arnprior road is concerned so little capital is needed apparently that the scheme should not fall through for want of support. It is said half a million dollars would construct the line, and while experience proves that railways generally cost twice what is estimated, even then the undertaking is not tremendously formidable. There is a handsome profit awaiting a well-run suburban line to Deschenes Lake in the near future, let alone anything further possible to such a road as that contemplated to Arnprior, part of which possibly is the fact that the Arnprior lumbermen at present pay \$300,000 a year to the C. P. R. for export carriage of lumber at what are said to be high rates. A slight percentage of reduction of these rates would save the Arnprior men enough to pay the interest on the entire cost of construction of the proposed road; and the proposed road would eventually go beyond Arnprior to Renfrew and connect there with the Kingston and Pembroke road, giving Arnprior a route to the St. Lawrence on that side as well as this.

Ourselves as Others See Us.

JUST in order that Canadians may see what is being said about them by people abroad, we reproduce the following from a recent issue of the *Railway Register*.

It is unquestionably true that the Dominion Government would be willing to do almost anything in its power to secure the surrender of the monopoly which it granted to the Canadian Pacific Railway. This clause of the Company's charter has been the cause of a vast amount of restlessness on the part of the Province of Manitoba, and the hope, at one time indulged, that the murmuring would die out if left alone was deceptive. Instead of any cessation, the disquietude of the people has been gathering in force until there is no longer any possibility that the people will forget the cause for which they are contending.

They must be pacified, or else the Province, the Dominion and the Imperial Government will all become involved in the matter, and complications arise, the outcome of which must be disastrous. The Manitobans are in earnest in their demands for railroad competition, and have resolved to make an issue of the construction of the Red River Valley Railroad.

However, it will not do to assume that either party to this contest has a meritless

cause. There are considerations of real merit which are advanced by the Canadian Pacific on the one side and the Manitobans on the other.

The monopoly which it holds was part of the consideration for which the Canadian Pacific Railway Company extended its track far across a wild and unproductive stretch of territory, where the traffic, even if the road should secure it all, would be meagre for many years. The risk was too great to be taken without the assurance that it should have the privilege of transacting all the transportation business of that new and practically uninhabited country. If the Dominion Government wished to enjoy communication with the Pacific coast by a railway wholly within its own territory, it was bound to pay well for it, or else wait indefinitely for the time to come when the region to be traversed should present a more attractive field for the investor.

Abstractly considered, Canada had the right to create this monopoly, and may, if it have the power, maintain it. The pertinent question at this juncture is, Is it good policy to thus offend the Province of Manitoba? It is not now, and never has been, a question of authority, but rather a question of expediency.

Now, what can Canada do to allay internal dissension, and satisfy both the Canadian Pacific and the people of Manitoba? If this can be answered the problem is solved. To simply abrogate the monopoly of the railway might suit the Province, but would be clearly a gross injustice to the road. On the other hand, to continue the exclusive privilege to the company might be possible, and would be equitable, but it would alienate the people who are clamoring for railway competition.

Is it worth the effort to keep Manitoba loyal to the Dominion, or, will it serve as good a purpose to hold it in subjection by force? Is patriotism worth anything? The answer to these questions must be self-evident. It will hardly do to antagonize so influential a Province as Manitoba is, both in its location and its industries. It must be pacified. How?

There are two ways possible. The Dominion may so regulate rates on the Canadian Pacific that the vital point may be reached, which is the cheap transportation of traffic. This possibility is, however, not a probability. A road under separate, independent management is what is demanded.

A second way in which a satisfactory and just arrangement may be made is for the Dominion to purchase the Company's monopoly rights, thereby protecting it by a bonus for the loss in revenue which will follow the inauguration of unrestrained competition. This latter plan seems now to be the most feasible solution of a very vexatious problem.

Canada cannot afford to treat the Canadian Pacific unjustly, for it is one of the chief instrumentalities that are aiding in making the Dominion the power that she is, and in bringing the prosperity which she hopes to attain.

THERE are now in use on American railroads 26,415 locomotives, 19,252 passenger cars, 6,325 baggage cars, 845,914 freight cars. The total cost of this rolling stock is \$700,000,000. If made up in one train it would be 5,800 miles in length, or stretch twice across the continent.

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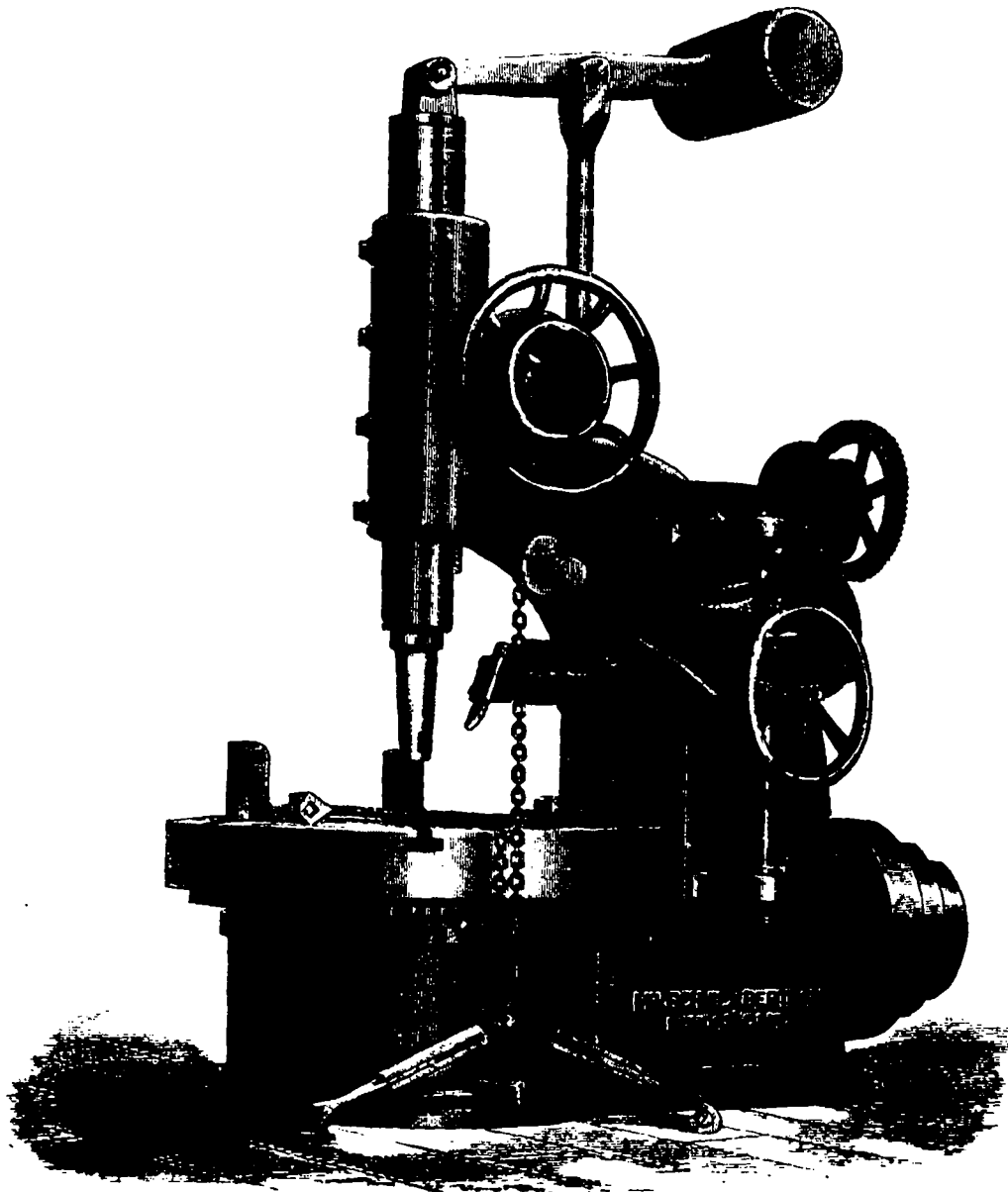
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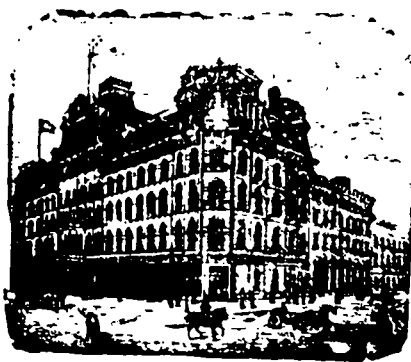
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