

creased with great advantage to the public and all parties concerned.

The maximum fares for passengers are fixed by law, but the minimum are not. The Commission could determine whether it would be proper to charge a passenger absolutely a greater sum to be carried a short distance than a longer distance.

So, also, in regard to freight. Cases can be shown where the same commodity, in equal quantity, is carried, say five hundred miles, for less than the charge for one hundred.

Hundreds of cases can be shown of parties who, by the accident of living a few miles from the junction of competing lines, are obliged to pay rates out of all proportion greater than those having access to stations at the junction.

Cases are in existence where manufacturers team their products ten miles to secure through rates from competing railways, while the railway at their doors will not carry for them except at local rates.

Personal predilections should have no place in business arrangements; equity should rule in the dealings of chartered companies with the public, yet these maxims are utterly disregarded in Canadian railway management. In most cases the victims of injustice fear to speak out lest they provoke the active hostility of some autocratic railway manager who has the power of doing them serious injury.

Considering that railway companies raise revenues far in excess of the aggregate of all other taxation, general and local, it is highly important that their powers should be justly exercised.

This consideration does not forget the welfare of the companies, as not the least of the sins of railway agents is the wasting of the resources of the companies by improvident and sometimes corrupt contracts for freight.

The right of eminent domain by which railways expropriate the lands of private holders, without their consent, upon payment of value, is conferred on them for public good, in like manner Commissioners should have power to make them change the location of their lines upon payment of actual damages when the interests of the public will best be served by such a course. A manifest instance would be where the number of level crossings with their risks of collision would be lessened.

As the Bill introduced by the Honourable Minister of Public Works, intended to save the lives of breaksmen, will make level crossings the rule, and under crossings the exception, it is highly important to have a tribunal able to deal with the damages and apportion the expense of maintaining signals, &c.