

ratification of the Grand Trunk Pacific terms was not at all a defeat of public ownership, and in taking that position we do not necessarily take a partisan or political view of the matter. Public ownership, as a principle, was not an issue in the recent election, though the exact terms of the agreement may have been so. As the agreement stands, there is still a large measure of public ownership in it, for the eastern section of the road, from Moncton to Winnipeg, is to be built and owned by the Government—or, in other words, a longer stretch of railway is to be under public ownership than has yet been attempted on this continent. That is why we can consistently approve of both the road and the principle.

We are aware that an independent position such as this is open to misunderstanding, for the entire matter has of late been involved in political capitalizing; but even granted that a better bargain might have been made, it is still evident to the unbiased judgment that public ownership is involved in the terms by which at least one-half of the new road is to be built. Public ownership in Canada is still an experiment, and though it will ultimately come into general favor and use, it is to be introduced, so far as the Grand Trunk Pacific is concerned, by a partial trial. But that is not to say that public ownership is dead.

#### Better Pay for the Militia

AN article in the November number of the NATIONAL MONTHLY, on the question of reform in the militia, indicated certain directions in which the standing of our military could and should be improved. One of these was an increase in the remuneration attached to the service, though it was stated that the matter of pay affected to only a small extent the general efficiency of the militia. The secret of a good militia lies deeper than the money value of its offices.

In this, however, as in nearly everything else, the money value has some influence. "Good men, good pay" obtains in the militia as truly, if not as largely, as in business; and even if faithful service is rendered independently of the remuneration, for the

country's sake, the latter should as closely as possible correspond with the former. It may, therefore, be noted, by way of supplementing the article referred to, that a revised scale of pay has, with other important changes, been since put into effect in the Canadian militia. By this revision the pay rates will be, as a general rule, twenty-five per cent. in advance of those previously in force. The officers of both the volunteer and permanent corps will in future receive from \$2.50 to \$5.00 a day, the permanent corps having a further advantage in a rising scale after four years' service. The rates for the rank and file in the volunteers remain as before, with good conduct pay of twenty cents a day for the first year, increasing to fifty cents for the third and following years. Non-commissioned officers and men in the permanent corps will be paid as follows: Gunners, privates, and drivers, 50 cents, increasing in three years to 60 cents, and in six years to 75 cents; corporals, 80 cents, 90 cents, and \$1.00; sergeants, sergeant instructors, and sergeant majors, \$1.00, \$1.25 and \$1.50, increasing in three and six years to \$1.25, \$1.75 and \$2.00.

#### Railway Station Facilities

IT is important that a city have as presentable entrances as possible. First impressions are apt to be permanent, and the land or water approaches have sometimes much to do with making or marring a city in the estimation of visitors. Hitherto but little attention has been given to this phase of city improvement in Canada, as many waterfronts bear sorry witness; but some of our larger towns are gradually making changes for the better.

So far as the railway stations are concerned, the need of improvement is more in the direction of accommodation than ornament. The average depot is small, inconvenient, and inadequate. There has been a marked improvement in the last eight or ten years, and the largest cities have some buildings that are really a credit to railway and city alike; but how a city outgrows its station facilities is shown in the case of Toronto, where a building that was considered large at the time it was erected has