

track. And if you consider that the 1,000 prospective passengers are spread over Massachusetts at the average density of 350 to each square mile of area in that State, against 10 to each square mile in Ontario, it will help you further to grasp why the steam railways of Canada are unwilling to abandon the fruits of much experience for the theories of the demagogue. A city seven miles long and two miles wide has an area of 14 square miles. With a population of 400,000 such a city would average 28,571 to each square mile. On 124 miles of track the Montreal Street Railway last year carried 64,334,418 passengers, an average of 518,826 passengers for each track mile. This is a condition of density which justifies the application of the "zone" system of fares where you pay as much for 100 yards as for 1,000 or 10,000 yards. The districts within and surrounding great cities are the nearest approach to a condition where experiments with the "zone" method of passenger fares may be carefully undertaken, and the steam railways already recognize that principle to some extent in their commutation fares for daily patrons of their suburban trains. The people of Canada are, however, much more vitally interested in having railways enough to develop all parts of their great country and in the prosperity of their partners, the railways, than in the maximum rate per mile which, owing to voluntary reductions already alluded to, is paid only by transient passengers, who are but a small percentage of the total number carried. The railways should be permitted to work out their destinies and tariffs in accordance with the good, old, safe law of supply and demand, and without undue, and often unreasonable, legislative interference. If the comparatively few transient passengers pay less, the masses, of limited incomes, and who cannot afford to travel except on public holiday and other greatly reduced excursion fares, must pay more; otherwise the service must deteriorate and contract instead of continuing to improve and expand. Evidence that the railways are not unmindful of public comfort and are willing, if not bound, to divide their prosperity with the public is furnished by the fact that the old and disliked mixed trains are gradually disappearing, last year the total mileage of such trains on all Canadian railways being 6,133,098, against 9,530,816 in 1904, a reduction of 36 per cent., and while with 13 per cent. increase in track mileage and 33 per cent.