

privileges would cause a revolution in this section of the country, The Intercolonial is a government railway, and a government railway it must remain. Suppose for an instant that it was seriously suggested to lease the canals of Canada to a private company. What a howl of indignation would come from the very newspapers which calmly tell the government the Intercolonial should be leased. Yet the canals occupy the same relative position in the transportation problem of the west as does the Intercolonial in the east.

It is clearly impossible for the Intercolonial to maintain a staff at less expense than a corporation owned railway. The people themselves demand that the operatives of a government railway shall be as well paid as those employed by a company. It naturally follows that when increases of wages are demanded by the people that they must be prepared to make good these increases out of the earnings of the road, and if these earnings are insufficient for the purpose they must be increased by an increase of rates. There is no escape from this, except through an annual deficit which no minister will care to face for an unlimited period. As a parting word to those newspapers which seek to make political capital against the management of the road, when there is a deficit, yet always support every demand for reduced rates for traffic and increased wages for employees we would say investigate, the conditions which produce deficits and treat the question fairly on its merits. The study of Intercolonial conditions will well repay the labor of those newspaper editors who at present find their sole comfort in abusing the government for its management of the road.