

acre, (and some of it has been sold by one company, which received land grants, at \$15 per acre) there will be added to the figures already given \$120,000,000 more, thus making the total cash and land grant \$280,000,000. Since there are a little over 17,000 miles of private railway in Canada, this makes the total donations to these private roads equal to over \$16,000 for each mile of track laid. Apart from the other grounds mentioned we have, because of our partnership in the cost of building, a special right to exercise control in operation.

The justification of control of transportation charges being established the question arises how shall that control be exercised. Parliament at its last session provided the means by passing an Act under which a Commission is to be appointed with power to regulate and control freight and passenger rates. The machinery for regulation is, therefore, being provided. The value of that machinery will, of course, depend on its efficiency. In this connection a good deal has been said regarding the personnel of the Commission. That certainly is a matter of importance; but a matter of much greater importance is the strength and intelligence of the public opinion behind the Commission. If people generally have a clear perception of the grievances to be remedied, and take steps to persistently and determinedly press for a redress of these grievances, no Commission can successfully withstand the demand made. I would sooner have a weak Commission, and a strong and intelligent public opinion, than a strong Commission with the people ignorant

of the facts and negligent in demanding their rights.

The first thing to be done is to see that every citizen has a more or less definite knowledge of the facts as they stand. (The first essential to the removal of a grievance is to see that the victim has clear information as to the nature and extent of the same). This secured, measures must next be taken with a view of bringing to bear on the Commission the organized, combined pressure, of all those who suffer from the present over-charges and discriminations in freight rates.

To state the means to this end is one of the principal objects of this paper. One of the immediate causes of the appointment of a Railway Commission was the organization, in response to an invitation sent out by The Farmers' Association, of a deputation representing the Toronto Board of Trade, Canadian Manufacturers' Association, Dominion Grange, Dominion Cattle Dealers' Association, Ontario Fruit Growers' Association, and Dairymen's Associations to ask the Dominion Government to appoint such a Commission. This is an illustration of what can be accomplished by united action. It might not be feasible to adopt the same means of bringing grievances before the Commission when appointed, because the interests of farmers and manufacturers and traders, while not hostile in these matters, are separate. We have, however, The Fruit-Growers' Association, The Dairymen's Associations and The Live Stock Associations, all representing different branches of farm work, but all with common interests in regard to transportation.