

We express our firm conviction that public opinion in Canada at the present time strongly supports the attitude the Shippers' Section has taken in opposition to increases in tolls. We can disregard the expressions of immature opinion from bodies whose support has been obtained by reason of their being misled. The carefully prepared enthusiasm of other organizations is understood and appreciated at its proper value, especially since these bodies have carefully refrained from insisting upon the observance of the conditions they attached to their consent.

It would appear that nearly every reference to the financial distress of the Canadian Northern made by the Chief Commissioner in his judgment meets with the approval of counsel for the Company. The practice of parading misfortunes is familiar to those who have had experience in railway rate cases, and the continuance of it excites no particular concern.

The Shippers' Section repeats its declaration that the application of the Canadian companies for increases *was made presumably in imitation of the procedure followed by the companies in the United States*. The fact that the companies here were "considering the matter" previous to the American application does not prove anything.

Errors in railway policy have been largely responsible for the failure of the Canadian Northern. Counsel lays stress upon the profitable character of the branch lines in the West, but *says nothing about the lines in the East*. He does not assert that the main line, as at present constituted, is profitable, even with the active feeders it has in the West.

The reluctance to consider questions of railway policy, even before the Governor-in-Council, is to be expected in the case of counsel for the companies, but their unwillingness does not prevent us from urging our views. The Right Honorable the Prime Minister has been good enough to suggest that alternative plans be submitted with the argument. Something more impressive from counsel than a refusal to consider these alternatives is required to distract our attention. Would not a statement of opinion from the officials of the Canadian Northern Railway on the wisdom of taking over all the lines in Canada be illuminating at this time?

While counsel for the Canadian Pacific has endeavored to explain away the convincing information offered by Mr. Phippen at the Winnipeg hearing with reference to the financial position of the leading Company, it is worth noting that counsel for the Canadian Northern Railway, in his argument, does not retract or correct any of the statements he made in that connection.