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Editor—E. A. JAMES, B.A. SC.

Business Manager—JAMES J. SALMOND

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HEAD OFFICE: 62 Church Street, and Court Street, Toronto
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Montreal Office: B33, Board of Trade Building. T. C. Allum, Business and
Editorial Representative, Phone M 1001.

Winnipeg Office: Room 315, Nanton Building. Phone 8142. G. W. Goodall
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Copy and cuts for changes of advertisements must
be in our hands by the Monday preceding date of
issue. If proofs are to be submitted, changes should
be in our hands at least ten days before date of issue.
When advertisers fail to comply with these conditions,
the publishers cannot guarantee that the changes will
be made.

THE RAILWAY AND THE STATE.

"If the State cannot control the railways, the rail-
ways will control the State," was an Englishman's way
of expressing the relation of the railway and the State.

Railways are for public service, and it is right that
they should be operated in the public interests, but it is
yet to be proven that public ownership of railways,
which in theory is good, is for the general good. Public
servants have allowed public works and public fran-
chises to be run, not in the interest of the country at
large, but in the interest of those sections or communities
which could bring the greatest pressure to bear.

The history of the railway situation in various lands
is not without lessons.

In Australia all the railways are State-owned, built
by the different State Governments. In some instances
they were not a success under State control, but when
placed under a commission they became successful finan-
cial ventures, and public sentiment is so strong for
public-owned roads that it is not likely that there will
be any serious development of private lines.

Belgian railways were State-built because the nation
feared foreign capital would control the transportation
highways.

Switzerland nationalized her railways in a fit of
patriotism, French and German capital having controlled
the Swiss railways for years.

Italy, after the union of 1870, acquired the railways
and leased them to three companies to operate. But the
trouble over capital for new lines, extensions and better-
ments became so acute that they were compelled to
cancel the lease, and now Italy has Government-
operated lines.

Holland bought up the private railways, unified the
systems, and then leased them to two companies, whose
lines have access to all the principal towns and ports.

Each country appears to have developed a system
to suit its own particular fancy, but the history of rail-
way operation does not appear to point to any great ten-
dency towards absolute State ownership and State
control.

DANGEROUS STRUCTURES.

In many municipalities the city engineer and his
department are responsible for building permits, and for
this reason we feel that a discussion of the matter is
justified in these columns.

There are two classes of persons to be considered—
the occupants of the building and those who, while not
occupants, are within the danger zone. Both must be
protected. In some cases those in the first class feel they
are being protected against themselves. This is neces-
sary.

It is not intended that this article should deal with
safe design of new buildings, but rather to call attention
to some of the danger points of completed and long-
standing buildings that should be examined.

Street signs are a frequent source of danger, and
their size and condition should be more carefully regu-
lated than is the case in many municipalities. If over-
hanging street signs were prohibited, no great hardship
would result. There are so many safer and safer
methods of advertising than hanging out signs of crude