

about one-third of those of the western provinces; and, incidentally it may be added, there is no province of Canada where the average span of human life is so long, where there is so little poverty, and such even distribution of the comforts of life. Look at British Columbia at the other end of the scale. This province has pledged her resources to the owners of the private railways to the extent of \$80,932,000, these guaranties amounting in some cases to \$42,000 per mile, or a liability of \$180 for every man, woman, and child in the province. The annual interest bill is now \$3,600,000, which the province has to pay to two companies in whose management she can have no voice and over whose rates she can have no control, since these companies, under the Canadian constitution, are declared to be "for the general advantage of Canada," and are thereby brought under federal jurisdiction. And all the while British Columbia and the prairie provinces are enjoying the "benefits of competition" by paying railway rates from twice to three times as high as those of the maritime provinces, and are paying taxes to the eastern provinces to the extent that the rates imposed on them exceed the general average rates.

The transportation problem of Canada differs from that of the United States in that Canada has within her own borders an almost complete trunk-line waterway in her lakes and large rivers. A glance at the map will show the wonderful possibilities of these waterways. Educated as this generation has been under the conception that the only defense against the exaction of a railway company is the rivalry of some other company, we have looked upon water transportation as a special check, by competition, upon the extortions of the railways. Years ago this competition was effective, and summer passenger and freight rates went down on the railways when navigation opened up on the lakes and canals. That was at a time when many of the railway managers really believed in the effectiveness of competition, especially when they could inflict a direct loss upon a rival and gain a little popularity for themselves. It was such an idea that led the West Shore Company to carry immigrant passengers from New York to Chicago for ten cents, as they did in 1883, the people of Canada paying for this experiment by the loss involved in the Grand Trunk portion of the route from Buffalo to Chicago. But when the companies