

membered how much of the effort of the "Q" management in this strike was devoted to placing their side of the case before the public it will hardly be denied that it is at least worthy of consideration. The objection will be raised that the capitalists in the press will sympathize with their fellow capitalists of the railway, and that they will prevent the workmen's side of the case from being made known. The daily newspaper, important though it may be, is not the only channel by which the public gets its information. In political affairs, public meetings, and specially-printed matter are far more important agencies than the press. But we do not admit that all the newspapers by any means would be in favor of the capitalists. No journal can hold any real influence except by having a definite policy and announcing it boldly. One journal of this class, once convinced of the justice of the workmen's cause, would do more to make known the truth than all the misrepresentations of a venal press could counteract, no matter what means they adopted.

If appeal is to be made to any other than a moral force, we would say by all means, let the work done be in the direction of political action. Much as we deprecate and oppose the introduction of such questions into politics at this time, we believe that the harm done would be less than by the fearful upheavals which seem to stand in the way of the formation of the federation proposed and its working after it is formed. It is but a rude approximation of justice that would be got were parties and politicians to intervene, but it would be better than under the proposed system under which the power now almost wholly in the hands of capital should be placed absolutely in the hands of labor.

In speaking thus we do not for a moment forget the great good which organization on trades union lines has already achieved for the working people of the world. But in this, as in everything else in this world, improved methods are necessary, and we have such faith in the people as to believe that they could and would arbitrate directly between employers and employed in questions such as those involved in the Chicago, Burlington & Quincy strike.

THE work of building a tunnel under the St. Clair River has been inaugurated by the G. T. R.—*Railway Age*,

BEWARE OF PAPER RAILWAYS.

UNDER another heading we have referred to the settlement of the Manitoba monopoly dispute and to the results which to us seem likely to flow from it. There is a branch of the subject suggested in the same train of thought, but which is of sufficient importance to be treated of by itself. We refer to the probability of the crop of railway schemes likely to be brought to sudden fruition by the prospects of rapid development of the North-West Territories. We sincerely trust that the warning note which we utter will be taken up and re-echoed by those journals which appeal directly to the masses of the people who are the power behind the throne in this as in every other democratic country.

Let it be made known to the people and to the politicians of every degree that there is all the difference in the world between a railway scheme and a railway. The railway scheme is of value only as leading to the making of a railway, but very often, as the history of Canada shows, it has been used to block the construction of railways, and so has proved a curse not only to the people generally but to that very interest which it was supposed to serve. It may be admitted without argument that there can be no railway without a scheme as its foundation, but there may very easily be a railway scheme without a railway as its superstructure. The true policy is to put no premium on railway schemes and to offer no chromos to railway schemers. There are enough people in this country getting a living without working for it to make it entirely unnecessary to increase the number by any artificial means of this kind. If the politicians could be given to understand that the people would hold them closely to account for every delay in railway construction by reason of some grasping schemer having secured a charter, with or without a bonus attached, to build over a route for which a charter was valuable, they would soon find means of discriminating very clearly between those schemers who mean business and can carry out their undertakings, and those who simply want to sit down until they are bought out. A railway franchise in these days is far too valuable to be given to every Tom, Dick and Harry who choose to

form themselves into a company, and the power which a railway franchise gives, over the fortunes of men who earn their living by the hard work involved in any productive occupation, is too great to be left in the hands of irresponsible persons. It would not be asking too much of the people's representatives to demand that a forfeit should be required from every person securing a railway charter. It is not necessary to make the forfeit so large as to discourage persons of small capital from engaging in small but important railway enterprises, but just enough to keep at bay those whose little game it is to get everything out of a railway scheme while putting nothing in.

If some such plan is not adopted the era of great railway development which seems to be opening for the North-West will be checked half way and, besides the many good farmers and tradesmen who will be spoiled by luring them into the ranks of railway promoters, many and many a settler's plans will be upset and the best years of his life wasted in struggling along on a farm without railway communication, in which position it is practically impossible, in these days, to make more than a bare living. One settler prosperous and well satisfied means a benefit to the country, while the wailings of a disappointed man—even though his disappointment be caused by the greed of some boodler or boomster—make themselves felt in the end as curses upon the whole community. To encourage railways, discourage the schemer who builds railways only with an act of parliament, a map and a pencil.

Editorial Notes.

DAKOTA "had the laugh," as they say, on New York during the recent blizzard. Their railways were snowed up all round the metropolis. A telegram was received by Mayor Hewitt from M. R. Jewell, of the Chamber of Commerce, Bismarck, Dak.: "Bismarck stands ready to give substantial aid to blizzard sufferers of New York. Let us know your needs."

"THAT American invention, the dining-car, continues to make its way in Great Britain. The Great Northern railway company recently commenced running a dining-car between London and Leeds, and similar luxury is