

these is the freight tariff, and the framing of such a tariff is one of the most difficult tasks any man ever undertook, no matter how well he may understand the railroad business. In the first place the Intercolonial is forced to compete with the Canadian Pacific for its St. John trade. In this the Intercolonial is handicapped by distance. But this is not the worst feature. For nearly its entire length the Intercolonial is compelled in the summer season to compete against water routes. Everyone knows that water borne freight can be carried more cheaply than rail freight. The scale of local rates is ridiculously low, as compared with other roads and to advance them produces a hue and cry that is heard from one end of the land to the other. Yet if the Intercolonial is to be made pay working expenses, and everyone will admit that this should be done, local rates and other rates also will have to be increased. There is no escape from this. The commuters rate is also too low, and too great privileges are allowed commuters. But what a vigorous kick would be made by persons who have country places out of Halifax, and St. John if these rates were raised? They would find a hundred other ways of increasing the revenue of the road, or of decreasing its expenses in as many minutes. Some Montreal, and other newspapers suggest the leasing of the road to a company as a panacea for all the evils of the present system. These editors have failed to grasp the real situation. The Intercolonial was constructed as one of the measures of confederation. New Brunswick was a large contributor towards the cost of the original railway, and public sentiment in the Maritime provinces is so strongly opposed to anything but government control of this important highway, that any attempt to lease the road and its