



INSPECTING A VEGETABLE GARDEN AT ENGLEHART NORTHERN ONTARIO

ing are no longer in danger of falling through a network of beams to the basement and generally to death.

Ontario has demonstrated that a government owned railway can be made to pay. The administration and operation of the Temiskaming and Northern Ontario Railway is a triumph for public ownership and a tribute to the railroad ability, business acumen and public spirit of Mr. J. L. Englehart, the Chairman of the Commission operating the railway for the Government. The success of the operation of this railway is no small achievement when it is remembered that it received no assistance whatever in the way of a Dominion subsidy, such as other railways have received. In 1906 the earnings over expenses were \$181,525. while in 1910 the earnings over expenses were \$426,490. The line has a strategic position in connection with the transcontinental lines, run-

ning as it does north and south. To take full advantage of this position much of the older portion of the railway has been rebuilt. The Grand Trunk system has secured running rights over this line which connects its Ontario system at North Bay with its transcontinental artery at Cochrane. For these rights the Grand Trunk Railway is to pay a rental of \$300,000 a year and a percentage of the maintenance charges of the Temiskaming and Northern Ontario Railway.

Railway legislation has been progressive. Since 1906 no railway has been allowed a franchise extending beyond twenty-five years. The day of the perpetual franchise is over. Since 1906 there has been a Railway and Municipal Board, so that the public now have a tribunal authorised to deal with all grievances arising from the operation of railways under provincial jurisdiction. This