

corporations. The government has also announced that it is going to have made a thorough investigation of the entire railway situation. Let us hope that that investigation will be sufficiently broad, so as to deal, not only with the difficulties in which the railroads as well as the Dominion and certain of the Provinces find themselves, and which naturally must raise the question of national, semi-national, as I have termed it in the following address, and privately owned roads, but that the Commission engaged in the investigation will be empowered to consider:—

(1) The desirability of an amendment to the British North American Act so as to place all railway legislation *entirely* under the control of the Dominion government (a close study of the granting of railway charters and railway aid by the Parliament of Canada as well as the Provinces in recent years, will help to illuminate some features of our present railway difficulties).

(2) The extent to which Government control of railway rates should be used as a part of a comprehensive policy of industrial development correlated to the tariff policy which deals with foreign trade.

(3) The effect, beneficial or otherwise, to the country as a whole of the railway policy of throwing the energy of the corporation into the building up of distributing centres to the detriment of other centres of population. Is it in the public interest to have a system of "town" or distributing tariffs applicable to the distributing centres alone? Or should all points be allowed to obtain such distributive trade as they can on a common scale of rates?

(4) The desirability of creating small railway corporations to build short branch and colonization lines, when we know that the short haul calls for higher tariff rates.

9th May, 1916.—

PROBLEMS AND SUGGESTIONS

It is not from any lack of courage on my part that I come forward with "suggestions" instead of "solutions." The former may lead to, and help in reaching solutions of problems on the soundest possible lines. The older I grow, the more convinced I am that two heads are better than one—the perfect machine is the product of many minds. And in this connection may I refer to an attitude frequently taken by some of our most prominent public men, and with which I have little sympathy. It is their adherence to the doctrine that one must not criticize unless offering at the same time something better in its place. Especially is this true if the criti-