

responsible press of the United States complains of this attempt to sidetrack the treaties placing the canal in a contentious atmosphere before its opening. Financial America, of New York, for instance, says there are only two alternative courses—to exact the same tolls from both domestic and foreign vessels using the canal, or admit all free. They are in favor of the latter. Whatever plan is adopted, from a moral standpoint there should be no discrimination and from the practical and commercial viewpoint, discrimination would probably affect very unfavorably the patronage of the canal.

A history of the Canal undertaking is given elsewhere in this issue of The Monetary Times, the first of a series of articles respecting the relation of Canada to the Panama Canal. Next week the question of tolls will be discussed in detail.

UNITED STATES RAILROADS IN CANADA

A despatch from New York states that Newman Erb, president of the Minneapolis and St. Louis Railroad, has left for a trip, during which he expects to complete the incorporation of a new company to build branches to the Canadian border. The southern terminal of the new line is to be Watertown, S.D. Plans for these extensions, which, it is said, will eventually mean a new Canada-to-the-Gulf line, by a connection with the Missouri, Kansas and Texas, were interrupted some time ago by the sudden death of Edwin Hawley. This is another reminder of the growing and natural tendency of United States railroads to extend to Canada, and vice versa. The United States railways have 1,485 miles of track in Canada, while the Canadian railways have no less than 7,197 miles of track in the United States, divided as follows:—

Grand Trunk Railway—	Miles.
Grand Trunk Western Railway	336
Detroit, Grand Haven and Milwaukee Railway	191
Toledo, Saginaw and Muskegon Railway	116
Cincinnati, Saginaw and Mackinaw Railway	53
Pontiac, Oxford and Northern Railway..	100
Central Vermont Railway	612
Island Pond to Portland	150
Detroit and Toledo Shore Line Railway.	78
	— 1,636
Canadian Northern Railway—	
D.R.L. and W. (Fort Frances to Duluth)	170
	— 170
Canadian Pacific Railway—	
D.S.S. and A. System	614
Soo System	4,295
Spokane International	140
Sumas to Seattle	125
Megantic to Vanceboro (Maine).....	217
	— 5,391
Total	7,197

The Grand Trunk had a big fight to obtain admission into New England, but its efforts were successful. The main purpose of extending that road into the rich traffic territory of New England is, according to the Grand Trunk's own contentions, to balance their business between the Eastern and Western States. The Grand Trunk's double track main line lies across Canada like an arm, the elbow at Montreal, the forearm across Ontario, the hand upon five fertile and productive States, with Chicago, the great traffic centre, in its palm. The fingers of this hand are the feeders, which will bring through this American gateway the traffic of the West, the North-West, and the South-West. The trend of this traffic, eliminating the Grand Trunk, is to the Atlantic seaboard. With the system, the traffic organization, and friendly connections at

Chicago, the Grand Trunk gathers a vast volume of this freight, and carries it eastward across Canada. When they do this they contribute not only to the earnings of the Grand Trunk, but to the prosperity of the Dominion,

The interchange of traffic in the two countries recalls the suggestion of the late Judge Mabey, when chairman of the Dominion Railway Board, that an International Railway Board should be formed. The former Minister of Railways had correspondence with the United States government on this matter. It is claimed by shippers that importers on both sides of the line are often compelled to pay two local sales: one to the border from the place of shipment and the other from that point to destination. Under existing conditions neither the Canadian Board nor the Interstate Commerce Commission has power to make a through rate, and it was suggested that an International Board be formed, made up of members from the two boards mentioned, and that this international body be given power to make through rates. A draft arrangement was discussed on both sides of the border. To this proposed agreement the railway companies took exception. There are prospects, however, that the consideration of the matter will be continued by the two governments concerned.

BRITAIN'S INSURANCE ACT

On Monday, the National Insurance Act came into operation in Great Britain, so far as the payment of contributions is concerned. With the exception of what is called "sanatorium benefit," claimable on that date, no other benefits are claimable until January 15th, 1913. The framing of this legislation was a work of considerable magnitude and its application will probably be a still greater labor. It does not appear that employers have rendered themselves familiar with the procedure of the act. This is more interesting in view of the fact that the penalty for offences against the legislation or the regulations under it is a fine not exceeding £10.

As pointed out by The Times the duty of paying contributions is under the Act placed upon the employer in the first instance. He is, save in exceptional cases, entitled to recover part of the contribution from the worker, but it cannot be too clearly understood that the employer pays the full contribution in the first instance, and that he cannot recover the worker's share by deduction from wages or otherwise, unless he has first paid it. Every employer is required to pay contributions under the Act in respect of all persons employed by him who are between the ages of 16 and 70, unless the employment falls within one of the classes which are expressly excluded from the compulsory provisions of the Act. These excluded classes are clearly set forth in the explanatory memorandum above referred to, which should be consulted. They include apprentices without wages, and so forth.

It does not matter for how short a time the worker is employed, nor for how many employers he works, nor whether he is paid by time or by the piece. Nationality makes no difference; contributions must be paid whether the worker is an alien or a British subject. In cases where the worker receives wages or other money payments, not from his employer but from other persons, the employer is still made responsible for the payment of the contributions—e.g., the owner of a cab who lets it out to a cabman is responsible as employer for the payment of the contributions in respect of the cabman; and the employer of a waiter whose earnings depend entirely on the "tips" he receives is under the same liability. In short, the Act, which came into force on Monday, requires that, with certain exceptions, easily ascertainable, every person in the service of an employer must be insured, if between the ages of 16 and 70, and must (1) get a contribution card before July 15th, either from the approved society of which he or she is a member, or from any post office; and (2) produce it to his or her em-