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shortly open offices. It is anticipated that trains will be run direct from Chicago, Milwaukee and Duluth into Winnipeg early next fall.

It has sometimes been complained of that on the Canada Atlantic telegraph wires commercial messages were delayed because of the preference given to railway business. This was to be expected, the demands of the railway coming first. A change, has come, for the Great North-Western Telegraph Company has acquired control of the wires of the Canada Atlantic Telegraph from Swanton, Vt., to Depot Harbor. This will give sixty-five offices to the Ottawa district of the G.N.W., under the management of Mr. Davies. In many of the stations extra wires will be put in to accommodate public business.

Not much importance is attached to the contention of the express companies that the Dominion Government has no jurisdiction over the rates they charge. The right and duty of the Railway Commission to regulate them just as it does those of the railway companies is generally acknowledged. Mr. Crysler, arguing for the express companies, against Mr. Alcorn's bill in Parliament, claims that any transaction between a company and its customer is a mere matter for civic contract, and that, therefore, the Provincial Government alone has power to regulate the terms of such contract. Not many people will agree to such a thesis, however. At any rate it is an argument which might apply equally to the railroads, but it is not allowed so to do.

Of the Kootenay Central Railroad, which, it is proposed, will provide transportation for the fertile valley between Golden and Wardner, B.C., several miles of the right of way are already cleared, and the work will go on all summer, according to one local paper. Another expresses doubt as to the speedy beginning of construction work, and reminds its readers that the Dominion subsidy is still in force, but that a subsidy formerly guaranteed by the Province was cancelled, and it would appear the immediate construction of the railway hinges on the revival of the provincial subsidy. "We are not in favor of railway subsidies," it explains, "but there are special circumstances connected with this particular line that would appear to warrant the renewal of the subsidy. The pick of the lands in the Upper Columbia Valley, between Golden and Windermere, were given as subsidies to railways in other parts of the Province. Had these lands been available a sufficient area could have been granted from them to ensure the construction of the railway, but since the Province has used these lands for purposes in no way beneficial to East Kootenay, the Government owes restitution to that section, and in no better way can restitution be made than by subsidizing the railway to an extent to secure immediate construction."

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