

bonuses of nearly \$18,000,000 to the railway companies, the provincial governments over \$37,000,000, and the Dominion government over \$183,000,000. If we count in the loans of former days which were written off as bad debts or converted into gifts, and if we add the cash aid to the amount of \$23,000,000 granted at the last session of the Dominion parliament to save the Canadian Northern from bankruptcy and the Transcontinental from collapse, we have a total of \$300,000,000 given by the Canadian people into the hands of private corporations, a large proportion of which in the past has not gone toward reduction in the cost of the people's transportation, but to swell the fortunes of a few private individuals.

These grants, enormous as they are for a country like Canada, do not comprise any of the guaranties given by the Dominion and provincial governments on the bonds of the private companies, the guaranty so far authorized amounting to \$409,869,165. These guaranties have a softer sound on the public ear than hard cash, but they yield the same reality of indorsement on the national credit to perpetuate private profits. The preposterous feature of these provincial guaranties and municipal loans—which must be amusing to the railway lawyers and financiers who secure them—is that they are given in respect to railways which have all become integral sections of interprovincial and transcontinental systems; hence these provinces and municipalities have given indorsements on properties over which they can neither exercise any individual control nor obtain any effective security in case of default. The function of railway transportation in British Columbia is linked with the same function in Prince Edward Island by links of a kind which cannot be broken by either province, except to its own damage. Even if such a self-wounding policy were attempted, the intervening provinces could not permit it. But note the contrast in the situation of the two provinces named. Prince Edward Island, having a government-owned system and no private lines, has escaped the flattering attentions of the bonus and guaranty hunters, stands free of such uncontrollable indorsements and the burden of interest on them, and has none of that kind of "competition" whose only effect would be to increase the rate of taxation of the province which had a second and third set of roads to maintain. Finally, the railway rates in Prince Edward Island are