

contributions on various subjects and there will be sufficient variety to make the contents interesting to all classes. Arrangements are being made for a serial story, the opening chapters of which will appear in the January number, and be continued through four or five issues. Fiction will be further represented by a complete story. The editorial department will be divided up, and a greater variety of topics discussed.

THE INTERCOLONIAL RAILWAY.

There has been some discussion in the daily newspapers regarding the Intercolonial railway, because the earnings are less than the expenditures. This has happened before and is sure to happen again. Since 1896, the earnings of the Intercolonial railway have been greatly increased, in fact doubled, but so have the working expenses. Had it been possible to maintain the scale of wages in force in 1896 the Intercolonial would have shown a handsome surplus, but this could not be done. The rates of wages paid, particularly to day laborers were so small that they had to be advanced. They were lower than was paid the same class of labor on any other railroad in Canada. The first increases were given to trackmen and as there has been a general advance of railroad men's wages, in every department, all over the continent, it was only natural that the agitation should extend to the Intercolonial, which in common with other great transportation lines was experiencing a large increase in traffic. These increases alone would wipe out any surplus that could be earned under the present tariff.

There are many things in Intercolonial management that ought to be corrected. The principal one of