

panies should not be allowed to put in a defence at the same sitting where the evidence which has assumed all the appearances of a prosecution is given, for, whether intentional or not, the inquiry has taken on the nature and appearance of a prosecution. Companies that have reasonable and sound explanations of facts which may, at first sight, appear damaging should not be compelled to keep silence and suffer from an unjust and unconsidered judgment formed by people who have before them only one-half the evidence."

The above are sound words, they express the views of all right-minded persons and are incomparably more worthy of the Press than the flippant efforts at sensationalism which have been based on some of the partial evidence adduced before the Royal Commission.

Our contention is the most reasonable, that, the evidence given should not be sent out in scraps, mixed up with a descriptive reporter's personal comments of a sp'icy nature, but should be published along with the Commissions' report. This is the usual procedure in the case of Royal Commissions in England and is especially the desirable course when to arrive at an intelligent, as well as just decision it is essential that the whole evidence be carefully considered.

We must reiterate our conviction that a British actuary of high reputation ought to be engaged to advise the Commissioners and keep the examination from wandering into extraneous and irrelevant issues. The Government must realize that it is more deeply concerned in this inquiry than was thought before the investigation began. Upon the successive Governments of this Dominion rests the grave responsibility for the defective legislation to which is directly attributable any irregularities that may have occurred in the administration of life insurance business in this country. The Government should widen the personnel of the Royal Commission and so add to its efficiency and claims upon public confidence.

To the operations of the life insurance companies the Canadian people owe an inestimable debt of gratitude for services which have done a great work in promoting that social independence which is a proud feature in the economic conditions of this country.

To obstruct the extension, to depress the development of life insurance in this country would inflict serious injury upon the people of Canada.

We must repeat that it is a very serious, we are tempted to say culpable, matter to take any action that will tend to disparage or in any way injuriously affect the credit of strong financial institutions, or minimize the great work, the beneficent work which life insurance companies are doing in the best interests of the whole community.

Let light be shed upon a business so essential to the public well being but, let its rays be so directed that they will cover and reveal the whole situation with thoroughness, impartiality and completeness, and which will exhibit the true condition of affairs so as to be readily comprehensible.

The thorough accomplishment of this work necessitates its being done under the direction of those in whose expert knowledge, ability and sound judgment the public have entire confidence.

CANADIAN RAILWAYS.

CANADA IN FRONT RANK FOR EXTENT OF RAILWAYS; GROWTH OF CONSTRUCTION SINCE 1835; NUMBER OF COMPANIES, PAID-UP CAPITAL, EARNINGS, WORKING EXPENSES, PASSENGERS AND FREIGHT TRAFFIC, LIBERAL SUBSIDIES BY THE CANADIAN GOVERNMENT, OTHER OUTLAYS TO DEVELOP RAILWAYS, GOVERNMENT LINES, NATIONAL TRANS-CONTINENTAL, ELECTRIC RAILWAYS; POPULATION OF PROVINCES AND LENGTH OF LOCAL RAILWAYS COMPARED, SPLENDID EQUIPMENT OF THE DOMINION IN RAILWAYS AND ADVANTAGES OF RAILWAYS TO CANADA IN DEVELOPING STEEL RAIL AND OTHER INDUSTRIES.

In regard to transportation facilities Canada occupies probably the leading position amongst the nations. Certainly her chain of vast lakes of unparalleled magnitude, her consols of unequalled length, and the River St. Lawrence which give direct navigable water connection between the great Northwest and the Atlantic ocean form together a water way of magnificent capacity which outrivals the course of any other navigable inland waters. In respect to railway accommodation Canada also stands in the front rank, not so markedly so as in her facilities for water transportation, but still her railways in proportion to population and trade compare very favourably with those of any other country. The following table shows the progressive development of railway construction in Canada since the first rail was laid 70 years ago:

Year.	Miles in operation.	Year	Miles in operation.	Year	Miles in operation.
1835.....	..	1861	2 189	1887	12 184
1836.....	16	1865	2,240	1891	12,184
1847.....	54	1868	2,270	1892	11,808
1850.....	66	1869	2,524	1894	15,627
1851.....	159	1870	2,617	1896	17,270
1852.....	203	1872	2,999	1897	16,550
1853.....	506	1873	3,832	1898	16,870
1854.....	764	1875	4,804	1899	17,250
1855.....	877	1876	5,218	1900	17,627
1857.....	1,444	1878	6,226	1901	18,140
1858.....	1,863	1880	7,194	1904	19,431
1860.....	2,065	1883	9,577	1905	20,487

Of this mileage the Canadian Pacific Railway comprised 8,208 miles (5,095 owned and 3,202 leased), the Grand Trunk, 3,113 miles, the Intercolonial, 1,448, including the Windsor Branch, the Canada Atlantic, 458 miles, and Canadian Northern, 1,880 miles.

The number of steam railways in operation in Canada at close of June 1905, was 104, but the control of the lines is vested in 91 companies, excluding the Government railways.