

railway-building, but as a record of the country's possibilities and a means of directing settlement and development.

It has already been claimed that the money obtainable for three million acres of land would build the railway. The land available for the purpose would have virtually no value until made available and economically productive by the building of the railway. The revenue obtainable from this land naturally belongs to the people of Canada, and there seems no good reason for giving away either the land, the revenue, or the railway. It may be wise still to have the chief highways of the age of privately-owned railways built at public expense, country in private hands, but there can be no justification for having such highways built at the expense of the public. If the people build the road they should own it, and enjoy not only such direct benefits as may come from its operation, but the indirect benefits of commercial freedom through the fair treatment of all shippers. There is no reason why the returns from certain lands should be earmarked for certain railway construction. The work could be carried on as the surveys have been already begun, and as the lands were made available and valuable the returns from them could become a part of the consolidated revenue of the Dominion. In the Hudson's Bay some of the richest fisheries in the world are waiting development. Supplying the eastern markets from these will insure traffic for the first railway that affords means of transportation. Grain outward and European goods inward will find the new route one of the shortest. There will also be the possibility of finding another Cobalt and repeating the good fortune of the Government line in New Ontario. It is fortunate that the Dominion Government has moved to retain for the people this heritage and all its possibilities.—Toronto Globe, Aug. 12th.

THE RAILWAY TO HUDSON'S BAY

It is safe to conclude that railways, like all other industries and enterprises, will continue to need subsidies so long as the people are willing to hand them out. If the people of the United States were willing to pay subsidies to railway builders the need would be as pressing and imperative as when public innocence was creating millionaires and the highways were being loaded with unnecessary bonded debts. The Canadian people have built railways at their own expense, giving freely of their land and money, and have handed them over to private owners. These will no doubt be accepted so long as they are freely given, but it is certainly time to scrutinize every line of policy adopted regarding the construction of highways, both in regard to their status as business enterprises and their influence on industrial and commercial development. The proposal of a line to Hudson's Bay is regarded with general favor, and the opinion of so good an authority as Mr. D. D. Mann has been freely published to the effect that the prospects of traffic are excellent. Dealing specially with the line from the Canadian Northern to the Bay, he says it will not be built by private enterprise, because the assurance to investors is not sufficient. If that is the situation, and the assurance is sufficient to the general public, the line should be built and owned by the Dominion or the Province. There is another prospective route continuing the Temiskaming & Northern Ontario, and it may be that the traffic by the inland sea will develop sufficiently for both lines.

Mr. Mann has not much faith in the proposed line operated by the Government or by an independent company, but in that regard it must be remembered that his views are the result of special experiences and interests. The Railway Commission makes it more difficult for any great corporation or even combination of corporations to crowd out a competitor for traffic. If the Government

line has the best route it will get the traffic. Another point is the many great corporations to be dealt with. If the proposed line cannot succeed as a Government enterprise or an independent concern it would have only a one-sided success as a bonus part of any one of the big western systems. Not only the Canadian Northern, but the Canadian Pacific and the Grand Trunk Pacific, and possibly the Great Northern, want to reach Hudson's Bay. The Government should not favor one above the others. A Government line with running powers for all the systems might solve the problem without establishing the monopolistic conditions which have retarded development in many parts of the Dominion. There will be no likelihood of a repetition of past mistakes in a matter of so much moment in Canada's transportation development.—Toronto Globe, Aug. 14th.

FLAG STATIONS

Among the many changes made in the Grain Act one of the most important is the following relating to Flag Stations:—

The following subsections are added to Section 88 as sub-sections 3-3-4 and 5 thereof:—

2. The Car Order Book shall be in the form "E" in the schedule of this Act.

3. In the case of a flag station from which grain is shipped, the Commissioner may, in his discretion and for such period or periods as he deems necessary, require the railway company to provide at such flag station or shipping siding a suitable person whose duties shall be:—

"(a) to keep open for the use of shippers at all times during the day a car-order-book, as provided under this Act, in which orders for cars may be entered in accordance with the provisions of this Act;

"(b) when the loading of cars is completed, to seal such car or cars;

"(c) to provide shippers with the regular form of grain shipping bill; and

"(d) when such grain shipping bill is properly filled out by the shipper, to hand it to the conductor of the train that picks up such car or cars or place it where such conductor may get it.

4. This subsection shall not apply to sidings used exclusively for the passing of trains.)

5. Every Railway Company which fails to comply with any requirements made by the Commissioner under subsection 3 of this section, is guilty of an offence and liable, on summary conviction, to a penalty not exceeding one thousand dollars and not less than five hundred dollars.

It will be noted in connection with the above amendment that the carrying out of the intention of Parliament is largely in the hands of the Warehouse Commissioner. It is up to those who make use of flag stations for loading their grain, to get busy and see that the Commissioner gets the necessary appointments made before the grain commences to move.

REAL LAND VALUE

Land in its natural state is not worth much. The farmer has given it nearly all the value it has. By clearing away forest and stones, by ditching and tiling and fencing it, by digging the wells and putting up the buildings and constructing the roads, by getting its very soil into shape with long years of cultivation, by making it so valuable that towns and factories and railroads must come to it for food and trade.