

will enable private enterprise to develop to the utmost all our resources and make them contribute to the communal welfare and the national advantage? If we want to hear the hum of industry, to know the progress of agriculture, and to experience the accumulation of wealth, the safe course would point to the policy of leaving the railways in the hands of private owners under government regulation. But if we want to stifle, or at least impede, the expansion of our basic industries, and retard the economic growth of the country, it seems as if we could not use any more effective means toward that end than to introduce upon an extended scale the system of government railways, the officials of which would have little, if any, interest in operating results, and would be restricted at every turn by bureaucratic dilatoriness and the indolence and incompetence of a body of employees working under civil service rules.

State Ownership Not the Only Alternative.

The last government asserted that the railways of the country, except the Canadian Pacific, had broken down and in this statement they were but reiterating what the railway inquiry commission had said. The Drayton-Acworth report declared that these two commissioners saw no way in which the impecunious railways could be carried on under private management, and, therefore, they made the recommendation to which we have already made reference.

If the railways cannot be carried on by private enterprise, of course, there is no other alternative than government ownership. But, notwithstanding the majority report, it seems impossible to believe that we are so hedged about that there is only one possibility open, namely, to hand over the roads to the government. President Smith was not so pessimistic as this, for the plan which he outlined would keep the business in private hands; and when we remember that he is perhaps the foremost railway man in the United States we are disposed to think that the good judgment and discretion which he displays in the management of enormous interests did not entirely leave him when he made his recommendations concerning the Canadian lines. Is it not better to keep the railways under private management and tide them over the present crisis, in order to maintain them *tout en vie*, with that vigor which characterizes all private enterprise, rather than have them put into government hands and so operated as to be the tool of politicians and an omnipresent barrier to the forward movement of the people? The railway is a business which looks to and plans for long-term results; its whole policy is formed with these in view—in fact, that is the chief reason why our railways are now in difficulty. Can not our legislators take the same view and mold their attitude toward the railways accordingly? Can they not refuse to listen to the clamant outbursts of the demagogue and of an unenlightened press in their opposition to the private companies and be really the leaders in a movement to firmly establish the railways on a basis of prosperity for themselves and of the greatest national service to the people? If once we are fully convinced of the fact that progress is not found on state railways, as we have shown above, we should bend every energy to secure that most essential characteristic by keeping these great public utilities in the control of private individuals, with the purpose of obtaining the greatest results over a protracted period of time.

No Occasion for Permanent Acquisition.

Of one thing I am certain, that the present time, with all the disturbances due to the war, the dislocation of industry, the maladjustments of labor, the necessity for keeping capital in large amounts at the disposal of the government for carrying on the war, is not the time to make arrangements for the railways of the country and give them a setting for the long years of peace that are to follow. The United States did this in regard to her banking system, in making the national banks, established during the Civil War for the purpose of aiding her war financing, a permanent institution. During the succeeding fifty years of tremendous growth the banking facilities were effete, out of harmony with the requirements of the country. So would it be with us if we endeavor now to put our railways into a framework from which we would gladly have them extricated during the years of development in the near and more remote future. England and the United States, with which we are most closely related and whose people partake of the same racial psychology as ours, have not taken over their railways during the war with the purpose of holding them during subsequent years. And it would seem to be a gross blunder for Canada to use the present occasion to graft on to our national life the incubus of a government railway administration.

PERSONAL NOTES

MR. J. S. LILLIE has been appointed assistant land and tax commissioner for the western lines of the Grand Trunk Railway, with headquarters at Detroit.

MR. NORMAN L. MCGLOIN has been appointed agent of the Insurance Company of North America at St. John, N.B., in succession of Messrs. C. E. L. Jarvis & Son.

MR. LEONARD T. COLLARD, who conducted a private banking business in St. Catharines for nearly half a century, died on May 12th, aged 64. He was also American consular agent for St. Catharines up to a few years ago. He leaves one son, Mr. W. E. Collard, manager of the Imperial Bank at Ridgeway.

MR. JOHN GALT, president of the Union Bank of Canada, has been elected to the board of the Trust & Loan Company of Canada. Directors of the company, as shown in the annual report, include the following:—Hon. Sidney Peel, London, president; Lord Stratheden and Campbell, London; J. H. Newcomb, London; Frederic H. Scott, Sussex; Russell Stephenson, London; Frederic W. Stobart, Bedford, and Col. L. Edye, Montreal.

MR. CHAS. RUBY has been appointed general manager of the Mutual Life Assurance Company of Kitchener, Ont. Mr. Ruby is well qualified to succeed to the office, having proven his ability by thirty-four years of faithful and conscientious service. Mr. Ruby has attained to his present position by four successive steps. He entered the service of the company in 1884, was appointed actuary in 1902, secretary in 1907, and general manager in 1918.

AGRICULTURAL VOTE IN UNITED STATES

An emergency bill, authorizing the department of agriculture to spend \$19,730,893 to increase the production of food, was favorably reported on the 4th instant by the agricultural committee of the House of Congress.

YIELDS ON INVESTMENTS IN STOCKS AND BONDS

The following table of investment yields of stocks and bonds has been compiled for *The Monetary Times* by Messrs. MORROW & JELLET, Members Toronto Stock Exchange, 103 Bay Street Toronto:—

	May 15th, 1918.		
	Div. Rate	Price about	Yield abo t
Preferred:			
Canadian Locomotive.....	7	83	8.45
Canada Cement.....	7	91	7.69
Canada Steamships.....	7	76	9.21
Mackay Companies.....	4	65	6.15
Penmans.....	6	82	7.31
Steel of Canada.....	7	91	7.69
Maple Leaf Milling.....	7	94	7.44
Common:			
Bell Telephone.....	8	128	6.25
B. C. Fishing and Packing.....	5	48	10.50
Canada Cement.....	6	61	9.83
Canadian Locomotive.....	6	60	10.00
Canadian General Electric.....	8	103	7.76
Consumers' Gas.....	10	145	6.89
Consolidated Mining and Smelting.....	2½	25	10.00
Dominion Foundries & Steel.....	8	65	12.30
Maple Leaf Milling.....	10	99	10.10
Canadian Pacific Railway.....	10	149	6.71
Penmans.....	6	75	8.00
Dominion Steel Corporation.....	5	63	7.93
Steel Co. of Canada.....	6	65½	9.16
Mackay Companies.....	6	76	7.89
Toronto Railway.....	4	58	6.89
Twin City.....	4	45	8.88
Bonds:			
Canada Bread.....	6	92	6.52
Canada Cement.....	6	97	6.18
Canada Steamships.....	5	80	6.25
Canadian Locomotive.....	6	86	7.05
Penmans.....	5	87½	5.72
First War Loan, 1925.....	5	95	5.26
Second War Loan, 1931.....	5	94	5.31
Third War Loan, 1937.....	5	93	5.37
Victory Loan, 1937.....	5½	98½	5.58