

to subsidies and stations was reached, and the quarrel forgotten. Its record remains in lonely stations and a ruined grade line.

Making an exception of those numerous lines which have been built in Canada for the set purpose of opening up new regions for settlement, and whose very existence is due to public liberality, it may be said that all railroads are built as business concerns to transport passengers and freight, and that the share of the business offering that they secure is a fair measure of their success. It has been pointed out in the most recent economic discussion, that the possibility of any producing district shipping into a given market is largely controlled by its transportation facilities, and that therefore every improvement made by the railroad will increase the business opportunities in the district, and consequently the traffic of the line. There have been many bankrupt lines in Canada on account of lack of traffic; there can be none that will succeed without it, and every effort should be made to secure it where it exists and to create it where it is lacking.

The control of through traffic is hardly affected by the details of location. It is a question of terminals and alliances, and lies within the special province of the general manager or president. It may be advisable to modify the general route to secure such traffic, it certainly will be worth while to reduce the grade line in order to handle it, but it is wise to recognize that it may be entirely cut off from even a powerful system. For example, the extension of the Interoceanic Railway to St. Hyacinthe transferred all its traffic from the Quebec branch of the Grand Trunk to its own new lines.

A notable example of a series of lines that have failed to secure the through traffic which they were planned to handle is found in the Wellington, the Buffalo and Goderich, the Toronto Grey and Bruce, the Northern and the Midland, and other of the "Portage Roads" between Lake Huron and Lake Ontario (see Figure 3). They all hoped to carry a heavy share of the east-bound grain business, and no skill of the locating engineer could have affected the final result. Their failure is to be ascribed to their own financial weakness and consequent inefficiency, and to their inability to recognize the control that established interests have over any trade. They might have had some success had they been a part of a thoroughly organized through system and backed by powerful grain shipping interests; being but one link in an unorganized system they failed. The desirability of adding yet another to their number by building