

nickel, have paid the cost of the whole system seven times over. Then followed the gold discoveries of the district, which have placed Ontario in the lead of all the Canadian provinces in gold production. Afterward the great pulp and paper mills, one of them among the largest on the continent, were established near the lines in locations where large water-powers and forests of pulpwood tempted the enterprise of manufacturers. Cochrane, the northernmost limit of the line, is only at the waist, so to speak, of the twenty-million-acre plateau, and 125 miles more of main line will bring the government's railway to the shores of James Bay, that coast which will some day enable the inhabitant of Ontario to smell the sea breeze in the heart of his own continent more than a thousand miles from either of the great oceans. What resources may here be drawn upon for the benefit of the whole of America we cannot estimate, but whatever they may prove to be, we may be sure that their transportation will not be subjected to the surtax involved in private profit.

The rates on this government road are somewhat lower, on the average, than those of the privately owned lines in the same province, for both passengers and freight, and they are decidedly below the rates ruling on the private lines in the western Canadian prairies, where the costs of construction and operation are lower than in Ontario. It is efficiently managed, and the record of its construction has been absolutely free from those scandals, frauds, and political intrigues that have marked the records of private railways of Canada and have left the slime of corruption on the parliamentary life of Canada as upon the United States. Finally, the Ontario government railway has opened up for settlement a vast region which will be the home of millions, but which would have been a wilderness today if it had been left to the profiteering policy of private exploitation.

Besides the two government roads mentioned, there is a third experiment in public ownership of great interest to students of political economy, of which a fuller account may perhaps be given to readers of this *Journal* at another time. This new adventure in economic legislation is in the field of municipal ownership and is known as the Hydro Electric Commission of Ontario. It involves the control of electric power in the interests of Ontario municipalities as its primary object, but is now also developing a federalized