

as they must on each other. I am not an expert in railway matters, not even a student, and it is not my intention to discuss at any length this great question. A great step has been made by the Administration in the consolidation of the Government lines, and the country is anxiously looking to better days. We must not expect results to-morrow. Our efforts must be directed to co-operation and not to criticism for the sake of such. The country is to be congratulated upon securing the services of so eminent a man in the railway life as the new general manager, whose appointment has given the greatest satisfaction to all classes, and his general attitude thus far fully bears out the early approbation.

In spite of the criticism of the Government that it moved too slowly in the appointment of the new Board, I consider that it was wise in its caution, assailed by cries for haste, as it was. Too many things of great import have been rushed through, only to leave regrets, and I consider that it was the very best evidence of good faith that they acted with caution. We see the same cautious spirit manifested by the new General Manager—who is also hastening slowly, in spite of the piteous cries of Toronto that it should forthwith be made the central headquarters, which indeed seems outwardly to be the chief interest of the city in the National railways. Toronto having for two generations quarrelled with almost every public utility service within its limit, has at last absorbed so many of them, that it is now looking for a new victim. I have no doubt that the new head offices will be established where open minds consider is the best location for the roads, regardless of what city it may be. The public I believe, will not be concerned about any other consideration.

As I have already said, we see on the one hand industry immensely handicapped by high freight rates, and, on the other, see a vast deficit even in spite of these high rates. The whole country cries for relief from these rates, the West especially, where they bear so much the harder. But how can they be reduced in the face of the deficits? The consolidation of the railways must effect great economies, and doubtless the new management will make this their first duty; but in my humble opinion, so long as we are to pay the present rates of wages to railwaymen, I can see no clear way to substantial rate reduction, even if deficits can be avoided. Under the system of time and wages imported from the United States into the country, where conditions are so different,

it looks hopeless. But it is one of the problems to be solved nevertheless.

The new President, almost at the beginning of taking up office, told us that we must have a much larger population to support these railways—to feed them and supply them with traffic. The Speech from the Throne refers to the necessity of renewed immigration to fill our vacant lands. This and the working out of our railway question, seem to me to be the two greatest problems before Canada to-day. They open up a great opportunity for co-operation on the part of our federal and provincial Governments.

The Speech from the Throne referred to the great and noble gift that France has given to this country to serve as a memorial to those of our soldiers who died for that country and for the mother land. It is indeed a great thing for us to think that France, almost at the moment of her greatest travail since the war, should be able to think of us and to appoint a great tract of land in one of the most historic parts of the country as a memorial to our Canadian soldiers. That great and brilliant nation has suffered, I believe, beyond all that we can ever imagine; and the most unfortunate thing is that, instead of improvements taking place in her relations with those who were her former enemies, there seems to be a determined effort on the part of those enemies to thwart all her efforts and bring them to naught. I am sure I voice the sentiments of nearly every Canadian when I say that I hope that great nation will be rehabilitated soon in her devastated districts, and that those who caused that devastation shall be made to pay.

On the memorial tract of land, situated on Vimy Ridge, where in one week eleven thousand Canadian soldiers fell, and which forms one of the most glorious Canadian battle fields, our Government is to erect one of the finest monuments the world has seen. A great authority, perhaps one of the greatest authorities on monumental architecture that we have, told me a few weeks ago that of all the monuments that are being prepared in the world to-day there is nothing which will be in the same class with this Canadian memorial on Vimy Ridge. This gentleman even goes so far as to say that since the building of the Arch of Titus there has been no monumental erection in Europe, except possibly the Arc de Triomphe in Paris, to compare with this. In the carrying out of this work of art, as well as in the artistry itself, this gentleman informed me that not even Rodin could excel. The work is to be