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remained a railway parliament down to this day. The power of the railway Kaisers of Canada was manifested in an unmistakable way at the very last session of parliament. First a majority of the members of the railway committee, and then a majority of the whole House of Commons, voted to resurrect certain dead charters for steam railways in Southern Ontario in the interests of the Canadian Northern Railway to thwart the municipalities which had planned to build, at their own expense, a system of electric lines under the auspices of the Hydro-Electric Commission. Had these electric lines been favored the result would have been cheaper transportation for the people of Southern Ontario, whereas the Canadian Northern, if the roads represented in the defunct charters are ever built, will be duplicating lines in districts already provided with steam railways, and the company make no pretense that their so-called "competition" will bring any reduction in the present high rates. In plain English, the Dominion parliament, as far as it could do so, prevented the people of Southern Ontario from using their own money to get cheaper rates, and yet, at this same session, voted the C.N.R. \$15,000,000 of the people's money, to be added to the \$300,000,000 already given into private railway promoters' hands, to maintain the high rates now imposed. Parliament puts its fingers in its ears when the people ask for the restoration of a lost right, but its ears are unstopped when a private company asks to have its tax-farming franchise extended.

Neither can it be regarded as a favorable symptom of the times when the president of the New York Central Lines is appointed as a member of the new railway commission. A brief history of this road appeared in one of these articles. For unscrupulous exploitation of the public resources of the states in which it operates; for its repeated violations of law, and its undisguised bribery of the legislatures the past record of this road is almost unique in American railway annals. It may be truthfully said that the present head of the New York Central is not personally responsible for the crimes and wrongs of the past but has he ever proposed to consecrate any of the profits of the company to restoring any of the money and lands it criminally took from the state? But there is a more serious objection to the president of the New York Central as a Canadian railway commissioner. That corporation has important lines running thru Canadian territory, and it cannot be questioned that in case of the nationalization of the Canadian railways the traffic relations of that system would be gravely affected. Thus we have as commissioner, the president of a railway, that is individually interested in the outcome of the counsel and advice he is giving. It is true that the report of this commission will not relieve the government of the responsibility of determining the railway policy—which is a political question—but, of course, the commission's report will have an important bearing on this problem. If it does not what is the use of the Commission?

It does not need a railway commission to tell us that at the present moment Canada has a larger railway mileage than any country in the world in proportion to population, and that the rates, both for passengers and freight, are higher than those of the United States. The last fact should disqualify any interested American railway man as a special adviser on a Canadian railway policy; but the two facts together demonstrate that our railway service is costing us more, and will continue to cost more, than that of the United States till our population can be greatly increased. But how will this come about, while thousands leave the western provinces because of this very handicap—the relatively high cost of living and the high toll taken out of the farmer's products by high railway rates? The excessive railway mileage is made worse for Canada because of that fallacy which is one of the curses entailed by railway development in private hands—the costly triplication of services in some parts of the country, to the starvation of traffic and the discouragement of colonization in those vast regions that remain a desert because settlers cannot live a civilized life so far from a