

(the year of the passage of the first Interstate Commerce Act) when that great country made its greatest railway and agricultural progress,—the two main sources of wealth, upon which all the other sources are chiefly dependent.

Again, compare the population to each mile of railway in the United States of 381 with the population in Canada of 289 (less by 25%) and then, judging by this feature alone, say if we can justly and fairly ask our railways to handle our Canadian traffic on the same bases of charges as prevail in the United States, and require them to pay the same rates and taxes as are assessed upon the American Railways,—without taking into consideration the further facts that owing to the greater distances from the mines, and the severity of our Northern climate, the railways of Canada are subject to far greater expense for their fuel supply (plus a high rate of duty assessed by the Government), and for the cost of fighting the heavy snows, which create an unusual burden not felt by the Railways in the land to the South of us.

If Capital is not liberally treated, and therefore not to be readily obtained by the Railway Corporations for private investment, what means must be adopted for the opening up of the new and undeveloped sections of our land? There can be only one answer—Government construction, ownership, and control. In this connection the present method of "Government regulation" by Commission is only a mask for Government control more absolute, and quite capable of being made more tyrannical than Government ownership, because it is control without responsibility or guarantee. Any business man needs no prophet to point out the ultimate result of a business undertaking when handled in this way. Capital is slow to seek investment in Government channels unless accompanied by absolute guarantees.

From Government ownership of the lines in the new and growing territories of the Dominion, the politicians who are likely to profit to the greatest extent by the adoption of such a policy will readily find a way to force Government Ownership of all the old established as well as the the newer Railways, upon the people.

Let us pause to consider what this would mean. Comparatively few have any conception of what the result would be here in Canada.

In the first place, let us consider the question of Capitalization of our Canadian Railways, as compared with the Railways now owned and