

for, as well as the cost of three separate managements to pay. While in the other case the road is under but one management, and was built mainly with the money of the Canadian people and with a view of developing Canadian territory, and has that only as a reason for its existence. It is almost incredible that such a suicidal policy should be continued, but such is the position.

The only remedy for this state of affairs is the establishment of competition to this point and through the whole fertile belt, and the adoption at the earliest possible moment of a policy of free trade in railways. In connection with this matter allow me to call your attention to Mr. Van Horne's evidence, given before the Railway Commission, as follows:

"I believe in a general railway law, under which a railway company may be organized as readily and freely as any other joint stock company. Perfect freedom in the making of railways could not injure the public, and the result of the general railway laws in the United States has shown that this freedom seldom, if ever, injures the older lines. Each new railway in a new country quickly makes a business for itself and something for the others. In Illinois, Iowa, Minnesota and in most of the states where railway building has been longest free, much the greater part of the railway mileage earns regular dividends. It is an old world fallacy that railways should be protected against the building of new lines. New railways give an impetus to the development of the country, and the old lines gain more than lose. The Canadian Pacific lines to Ontario have not injured and will not injure the Grand Trunk. I am convinced that the Grand Trunk has only suffered from these lines in peace of mind and not in earnings."

That this is the true policy is undoubted. That Mr. Van Horne, on the occasion mentioned, spoke his true conviction, is without doubt, and this country can never prosper as it should, or increase at the same ratio as our neighbors to the south—with the same and certainly no better climate—are increasing, until the policy of free railroads becomes a fact. Nor does there seem to be any good reason why a person or a corporation should not be allowed to spend his or its money in the construction of a railway as freely as in the building of a steamboat, or the going into any other enterprise,