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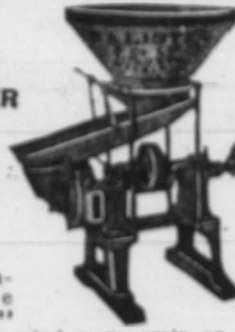
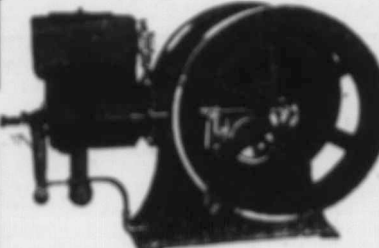
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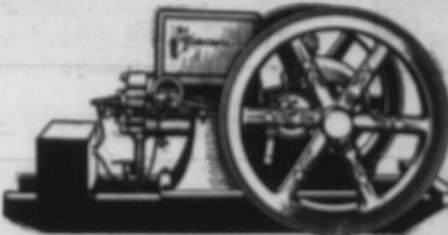
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the public suffer for lack of facilities. This was exemplified in Canada in 1914, when from this cause there would have been a disastrous panic but for the extra employment that came—no thanks to the railways—thru the production of war supplies. When the demand for transportation revived in 1915 the railways were utterly unable to handle the crops for lack of cars and equipment. Had the Canadian railways been conducted from the wider standpoint of the national interest these hands, no longer needed in the operating field, would have been turned into the production of rolling stock, repairs and betterments, so that while the effects of the business depression would have been eased, the railway service would have been in condition to handle the big crop of 1915 with promptness. Any local industry may be in difficulties and only that locality may be hurt, but when transportation is insufficient or unequally distributed the business of the whole country is cramped and injured, and here in the nature of things is a weakness in private ownership. The private corporation, looking for its own profits and considering only its own field of operation, could not be expected to provide for a nation's contingencies, unless it had a monopoly of the nation's business. But the nation must regard transportation from the national standpoint, because it is the instrument and channel of all trades and industries, and hence it is in fact the natural right and duty of the state.

Purity Only Thru State Ownership
The assertion that state ownership will lead to corruption has been fully met. The spectacle of the private railway corporation—that culture-bed of every form of political corruption—appearing as the guardian of public purity would be sublime for its insolence if it were not so cynical in its contempt of the people's discernment. No; the chief danger of a democracy is not the corruption of the civil service, thru which the railways would be managed, but the corruption of parliament, thru which the private corporation maintains its hold. On this point an American writer has said: "Remove the influence of the private railroads from our politics and we shall at once see the purest government on the globe." The United States civil service act of 1883, and its subsequent amendments, have brought about a wonderful improvement in the character of the American public service, and statesmen see in this improvement a prelude to the transfer of the railways to the nation. The hope for a like elevation in the character of the Canadian public service lies in the simultaneous banishment of the party patronage system and the national ownership of the nation's highways.

Conclusion
In the beginning of these articles, certain propositions in logic were set out, to enable the reader to decide for himself what the true functions of the railway are, and how this modern highway is related to the life of the people. It has been shown that railways are highways, and highways have from time immemorial been public property, and their control a function of the State; that railway rates are taxes of such universal pressure that when all their ramifications are followed they are seen to form the greatest of all forms of taxation, and hence, in the last analysis, the cost of transportation is the chief cost of living. Now a fundamental principle in the British constitution, as in all democratic governments, is that the people who pay the taxes shall control the administration of those taxes, and this basic principle is violated when a private profit is taken out of the exercise of a sovereign right, which the control of a railway is.
It has been shown that when this elementary right of self-government was surrendered into private hands for personal profit, a fountain of political corruption was opened which, as truly foretold by Joseph Howe and many other statesmen, soon brought parliament itself into subjection to those who were permitted to control this chief source of public taxation. It has been shown that during the premiership of Sir Francis Hincks the parliament of Canada became a railway parliament, and it has

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