

I was able to have placed in our cellar, in co-operation with a neighbor, which enabled us to take a car-load, good Illinois furnace coal at \$2.50 per ton. It cost, loaded on the car at the mine, \$1.25, which meant 55 cents for the miner and 70 cents for the operator for overhead costs and profit. The haul to Chicago gave the railroad 75 cents, at the rate of about \$97.50 for one car, and 50 cents for the Chicago teamster. This coal now retails in five ton lots at \$5.65, leaving approximately \$3.00 per ton profit for the Chicago dealers; and it would be higher if the U.S. fuel department had not intervened. Those who buy it in ton lots only pay still more, while the poorer people who buy by the bucket pay from \$10 to \$20 a ton. It is not scarcity of coal nor of coal cars that causes high prices and lack of fuel, but the crime of monopoly "grinding the faces of the poor." There is plenty of coal in the earth; and if not we can harness the limitless water power, which blesses our domain, and keep us all warm, cook our food and light our homes and streets with electricity. Meanwhile it is certain that the coal belongs by right to all of God's children, and that the only way to protect the consumer is by public ownership. Private ownership has not only failed, it has become a terrible menace to the nation, an enemy, a traitor, a robber.

New Zealand's Coal Business

In New Zealand the government has gone far enough into the coal business to supply its own railroads and power plants with government-mined coal, and to supply coal enough for the open market during emergencies to keep the price on a basis quite reasonable compared to prices in the United States. But nothing short of complete government mining and marketing of coal will save the people from the blight of slavery which now forces them to enrich private monopolizers of God's bounty before they can cook food for their children or warm their homes.

Taking the Distance out of Mileage

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The land being rapidly taken up. New marketing centres may be established, sometimes two or three close together, competing for the trade of the same territory, each pressing its claims for roads to bring in the trade of the surrounding country. The adjustments of time are required before any intelligent conclusion can be arrived at as to the proper locations for main roads. In the meantime, roads of some kind must be provided. In Alberta the situation has been further complicated in the past by the possibility, and even probability, of a new line of railway coming along in the course of a year or so and entirely changing all routes of travel, turning main roads into rural roads and vice versa.

The foregoing is not put forward by way of apology, but merely as an explanation of conditions peculiar to a new province, which render it difficult to carry out any comprehensive road scheme until it is possible to decide with a reasonable degree of intelligence where main roads should be. The Government of Alberta, therefore, while working towards definite ends in its road policy, must of necessity make haste slowly in many directions if the best results are eventually to be achieved.

A Complete System Aimed At

The ideal aimed at is a complete system of trunk roads, secondary roads and rural roads, classified according to the traffic which they must carry, and constructed and maintained on a basis of co-operation with the local authorities, the details of the arrangements as to co-operation depending upon the class of road dealt with. But here again difficulties peculiar to a new province arise. The local organizations are not uniform, and one comparatively short trunk road may very easily pass through rural municipalities, local improvement districts, and unorganized units, the local authority and power being different in each case. Further, this year's local improvement district may next year become a rural municipality, the unorganized territory may be either, and even the reverse has been known to happen and rural

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