

the running of our railways. *Might not such a course be a decided gain? Is it not true that we now have railways in our politics? Politics in railways could hardly be worse. Politics is the business of the people and the sooner the people are brought to a consciousness of the fact that the railways are the people's business, the better will it be for the people. Here is a case in point:

Getting the Railways Into Politics.

Southern Alberta has large fields of natural gas. The gas supply is controlled largely by one private corporation. The Canadian Pacific Railway has large coal fields in the same area. It is to the interest of the railway company to see that the gas company gets a high price for gas. High prices for gas make a better demand for coal. The City of Lethbridge is the seat of the mining activity of the railway company. The same city had given a franchise to the gas company—but the company was not satisfied with the price. It was proposed to amend the agreement and the agreement was to come before the people. Let us see where the railroad stood upon the question. It could exert an influence upon

*As a matter of fact neither in Belgium nor Germany nor in any other country possessing state railroads has any such serious and concerted effort ever been made to coerce employees into voting against their private convictions as was made by corporation railway officers in the United States during the Presidential campaign of 1896.—Vrooman, in American Railway Problems.