

## Towards a National Transport

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lishment of a Board of Communications to administer the whole of the inland transport of passengers and goods by road, rail, air, and water. This Board would take over the functions of the Postmaster-General, the Railway Executive Committee, the Canals Control Committee, and the various tramway and omnibus undertakings. It should take over the motor and other transport vehicles now on war service, and use them for the foundation of a great national transport service. The Board should comprise equal representation of Labour and the State; and the various sectional committees and territorial administrative committees should also provide for a share of the control by the workers.

This may sound revolutionary, but the alternative to it is something on the lines of the following: a hopelessly inefficient and out-of-date canal system and a dear and complicated inefficient railway system "unloaded" on to the nation at an exorbitant figure, and needing huge expenditures to make them efficient. Meanwhile, the "interests" will use the capital so gained to purchase the discarded vehicles of the War Office and other Government departments now on war service. They will run them upon the ferro-concrete standard roads which will be provided by another State department, and will be able to use the great mass of drivers trained by the State in the army as a lever to keep their wages bill at the lowest possible figure and to resist the demands of the workers for a share of control. Moreover, by means of "Merzcers" and combines they will be able to exploit the travelling public to a degree which will make Standard Oil methods seem like charitable enterprises.

Communications are the arteries through which the very life-blood of our economic system flows. Let the nation own its communications.

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