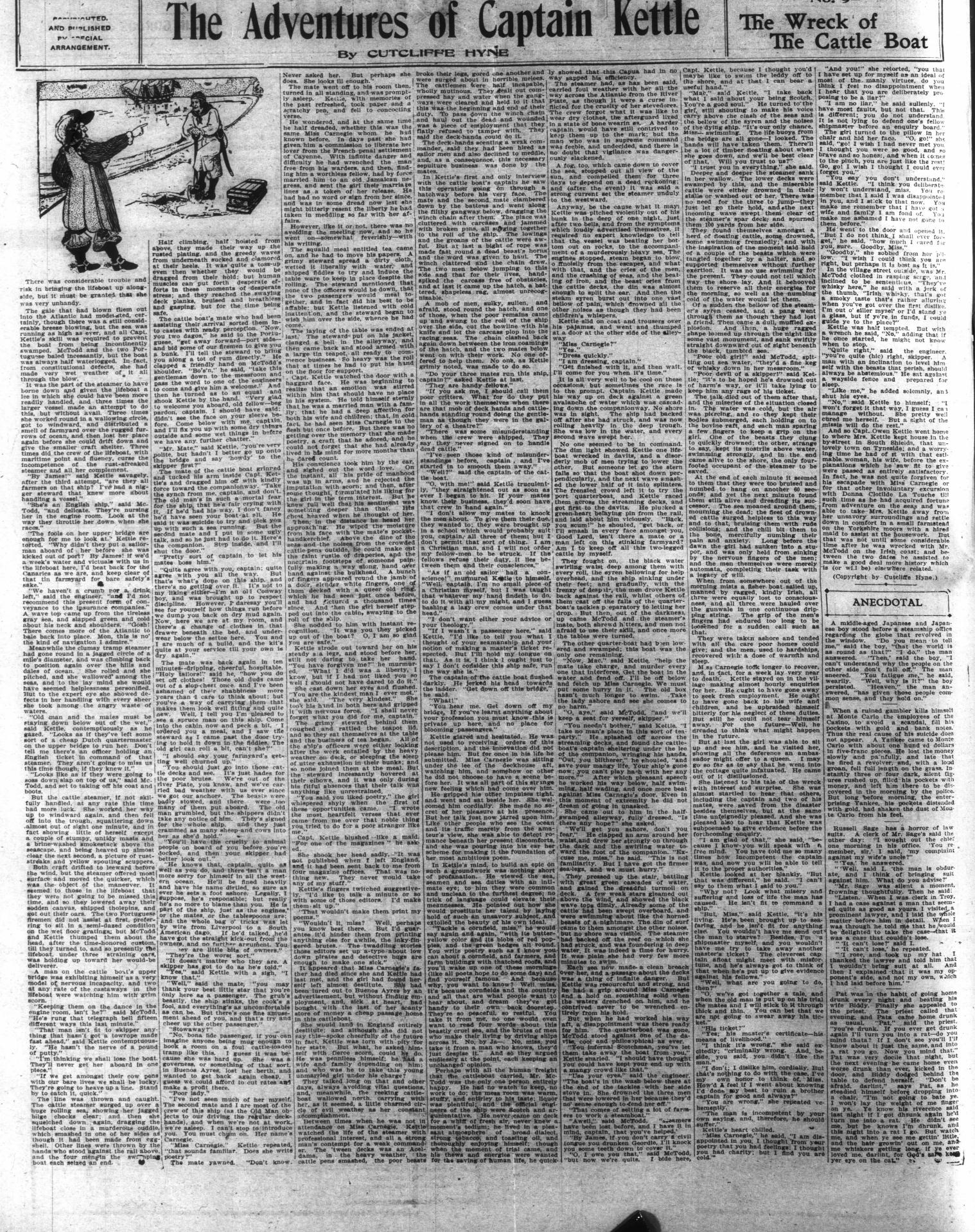
PARTICUTED. AND PUPLISHED PV -TECIAL ARRANGEMENT.

## The Adventures of Captain Kettle

BY CUTCLIFFE HYNE

## The Wreck of The Cattle Boat



Boston--It it Can be At W. F. Maclean, M. York, on Friday evening

GOVERN

W. F. McLean

the Canadian Club of H

on "Government Owners ways and Canadian R lems." He spoke as fol I am a firm believer ership of railways in faith grows in strength I can see Mount Pis break the parallel, I hope yeo enter the promised Events in the last th Canada, the present affairs in the United St am certain, made mil verts to the faith of ship of railways. It is country; it will sweep It is the only way out conditions; men like Ro Laurier, like Hughes w disown public ownership are for the fullest ista of raisways and nothin must be in the ultima ownership. It is the conclusion of their profe haps "they don't know going, but we know the way." Language was gi conceal our thoughts; those gentlemen most l ceal their policy. But t ing to conceal in my know where I am going, I'm on the way."

I hope you will keep i while my topic is supp Government Ownership Railway problems,' I int my argument mainly fro point of the railway situ United States which is like our own, but only if I appear to reflect on system rather than on t system, it is not becau appreciate the circums ought to characterise being of another country ply that I will use mor situation in the United to make my argumen

The Natural Seq Why am I for state

railways? First, because it al condition, is in comp with the condition that sudden departure that w private ownership half a more ago. The railway the public highway, wha king's highway, was the quence of it; and the gr Canada, was to let thos highways cease ways, cease to be the k and to merge as private vate or only semi-public Let me sidestep, or so for a moment; the s portation in America is the continent. It is the It began with the firs

first white trader going Indian went by canoe lake or over portage; I er and settler cut wh made what grades the tary roads, public roa gation was improved, built; in nearly all c undertakings. A few, b highways were private tolled. The bulk were and state maintained. measure of developmen try was to be found in and improvement of the story today is still t grades, of reducing the ening them where they duced, overcoming the tunnels.

work of grade making, er the heights and ero eys of the continent su with the advent of the to private hands. I he now hold, that these th takings should have been highways, king's highw single difference that upon them. Indeed for was the intention, and actually made for tol those who used the first their vehicles might p toll to a tollgate man the principle of keepi roads as public highwa nized at the time, and tion of Mr. Gladstone, man and others, each Britain, as it was ince a clause put in its ch that the state could to day on certain terms was thought then that

best, or whatever it ways were built as pr polit cal tendencies especially of America ed, were diverted lic highways for all over them at pleasur subjects to pass ov