

practical railroad men; for we can place our transportation systems on the same equitable basis as have our European sister nations. This, however, we can do only by studying what these nations have accomplished. No prejudice or false patriotism should be permitted to enter into our sincere endeavors to establish the true functions of our government.

It is not intended to here present arguments in relation to the current objections to public ownership. It has been the aim to simply present the facts. But there is one objection to public ownership so frequently offered, and of such a character, that it should never be permitted to remain unanswered. This objection is offered by those who disbelieve in American honesty in public affairs—those who claim that public ownership would be a failure because our public officials would not perform their duties honestly. This claim is an insult to every true American; it is an insult to the highest conception of American manhood, and as such it should be met. Should we, as Americans, whether we be born under the stars and stripes, or have from free choice linked our future with the destinies of the Republic, should we admit that as honest men cannot be found among us as can be found among the individuals of our sister nations? Should we be so forgetful of the highest ideals of true citizenship as to be able to make such a statement without shame?

If in the past public honesty has not been as conspicuous in our various governments as in the European governments, what has been the cause? Is not the cause the very existence of the corrupting influences created by our fostered monopolies? European representatives of the people, it is said, guard their honor jealously; so do also American representatives—of the people. Representatives of private monopoly, of vested interests, however, are, as a rule, not so jealous of their public honor. But, were we free from the corrupting influences, would we not also be free from their representatives? If we eliminate special privileges accorded to vested rights we shall find that even among us there are true, honest, upright men, proud of public confidence, who would place their integrity above all else, and would regain for America one of its nearly lost treasures—the faith in democratic government.

When Americans as a nation lose their faith in American honesty the word "American" will have lost its significance. It will be a misnomer. It had better pass into oblivion. For the American nation was founded on conceptions of freedom, justice, and honesty; and whenever these attributes shall be lost sight of, then let us no more be proud of our country, and let us admit that the prophecy of half a century ago, that republican government would prove to be a failure, will come true.

And still, why do we picture this condition? For this prophecy shall never come true. Whatever be the opinions of the few who have lost sight of the high ideals of Americanism, Americans still have faith in American honesty. Let the dead bury their dead. But let us who still believe in the future of America, sow the seed of truth. The one reform previously inquired into is but one of the many which shall carry our country and our people forward and upward. It is required of us that we fulfil our duty. Let us shake off that spirit of indifference that holds us down, and let us fearlessly, but intelligently, take one forward step at a time. Let the prejudice of false patriotism be powerless in preventing us from expressing and acknowledging the true state of affairs, and let us not be foiled by the over-estimation of the power of opposition. Then our efforts will create a freer and better America than the America of today, and we shall be able to develop a spirit of true patriotism, of real progressiveness, of justice for the many as well as for the few, and for the few as well as for the many. We shall, in a word, be able to raise our country to that plane where we shall have a right to proudly and justly call it "the land of the free."

RECENT CONTRIBUTIONS TO "GOVERNMENT OWNERSHIP"

Railways in Europe.

According to the London Statist, the Austrian Government is extending its ownership of the railroads to include most of the mileage remaining under private ownership. Five lines of a total length of 1,875 miles will become the property of the state before the end of the year, making a total of 11,147 miles under public ownership. This will leave only about 2,500 miles of line under private ownership, and this will eventually go to the state. European countries generally are finding no satisfactory solution of the railroad problem short of public ownership and operation.

THE LINE ELEVATOR COMPANY A FINANCIAL PIRATE

The following from the Co-operative Journal of Chicago, is as applicable to the operations of the line elevators in Manitoba and Saskatchewan as in the grain-producing states of the American Union.

Viewed from a business standpoint the Line Elevator Co. is rapidly becoming, if it has not been from the first, a commercial pirate. It seeks to maintain its monopoly on the grain trade. Its object is to pay large dividends on the capital invested and it never invests a dollar in the community in which the dividends are made. It accumulates these dividends in the large business centres and invests them in no wise as we believe for the benefit of farmers or the business communities.

On the other hand, the Co-operative Farmers' Elevator has in view, not large dividends, but good prices; every cent of advance in price, every dollar in dividends goes back to the shareholders and grain growers, and through the farmers re-enters the channels of trade in the community in which the grain was grown.

The farmers and business men, whose interests are identical, should unite in the condemnation of the methods used by the line houses, and should support in every fair and legitimate way the interests of the co-operative companies throughout the grain belt.

WANT GOVERNMENT OWNERSHIP

The Grain Growers' Association of Mather, Man., passed the following resolution at their meeting, held October 19th:—

Moved by James Robinson, seconded by S. A. Fulford—That we, the grain growers of Mather, heartily approve of the efforts of the Executive of the Grain Growers' Association in the past year, and urge them to continue their demand for government ownership of all storage facilities for the handling of grain at the interior and terminals. Carried.

TO LET CONTRACT FOR G.T.P. ELEVATOR

Fort William, Oct. 24.—When Chas. M. Hays, president of the Grand Trunk Pacific Railway, was in the city, he made an important statement re terminal work construction in that city. Mr. Hays said: "I beg to say that as our bridge over the Kaministiquia river is completed and we have several miles of track on the Mission, and extending back to the elevator site, we have determined to immediately take steps to commence its construction. We now have on the ground the necessary piles for the foundation, and expect next Tuesday to award the contract for the construction of the elevator, including most modern working house and storage house of 3,000,000 capacity. This is the first unit of our elevator plant, which when fully developed will contain a storage of 40,000,000 bushels. We will shortly follow up the work of laying tracks, building our engine house and shops, coal handling plant, wharves, freight sheds, etc., and hope to be utilizing the Mission terminal for the 1909 crop."