

a great deal to do with increasing the cost of a primary product to the Canadian people. Such actions would necessarily be eliminated by the government ownership of railways. It is of vital interest to our Canadian people to see that this is done. A railway should not have the power to nullify the blessings of Providence in giving a gas field to Southern Alberta.

Getting Them Out Again.

Danger lurks in every corner when organized business dominates. The highways of England were a one time leased to toll-gate companies and all maintenance and repairs of highways were made by these companies. The scandal of the business became disgraceful. Lobbying was the order of the day. It cost as much to get a franchise as the company put into the road. It was a cruel, wasteful and impossible condition. Gradually it was eliminated. Then roads became public property—commerce was no longer checked by taxes levied by private companies—the roads were constructed from general taxation.

Landowner Becomes Tax Collector.

Then came the railways. Logically the same principles should have applied to the railways, but pressure of the private companies was great. England engaged in a debauchery of railway construction which culminated in the railway panic