

the minimum of cost. The golden rule, the only rule by which intercourse between man and man, and therefore between employer and employed, can rightly be carried on—the rule of doing to others as we would they should do to us—has no recognition by a well-ordered company of this description. The employed, on the other hand, regard the company merely as a paymaster from whom the highest wages are to be got for the least amount of work. Hence, federation on the one side against unions on the other, followed by strikes and lockouts, with mutual losses and increase of ill-will, to say nothing of loss of trade, loss of employment, and loss of capital.

With the subsequent combination of a number of these concerns under one management, these evils are still further intensified, and, in addition, individual enterprise is kept down, no opening being left for its development, and all must submit to the yoke of the combination or be crushed out of existence. All control over vast industries employing thousands of men, and requiring millions of capital, is placed in the hands of one or two individuals, whose allegiance is to their shareholders only and whose only concern is the safety of their capital. Can anything be imagined more fatal to the healthy growth of any community?

While thus, on the one hand, we see capitalists combining ostensibly to limit production, control prices, and bring expenditure down to the lowest point, but really crushing competition, and, aided by a protective tariff, holding the consumers at their mercy; on the other, we find combinations of workmen which, if necessary as a means of self-defence, are equally destructive of personal independence and personal enterprise, reducing all to the dead level of mediocrity, and creating a tyranny which knows no law but that of absolute selfishness.

While the contest is thus going on between Capital and Labour, a contest is arising in another direction. A demand is being made that all industries in which the public are directly concerned, such as railways, telegraph and telephone lines, tramways, etc., shall be taken under State control, and carried on by the people for the people. Though chiefly supported on grounds of economy and on the established fact that such works can be so carried on at a reduced cost to the consumer and with profit to the ratepayer, this movement is really socialistic, is a direct attack upon capital, and opens the door to a vast field in which similar operations