

a saving of costs, and the programme as outlined is simply a labor-saving plan. We need these economies—we need them now more than ever. Surely if the case is clear the forward movement can begin. Nor is it absolutely essential that the change should be made at once—it is important that it should begin. In cities the cost of the track should be shifted gradually unto the land owners. Now is the time—we are in grave danger of another boom in land values. If it comes it will leave attendant evils in its train. Apportioning to land the charges which legitimately belong to land in street railway construction will check this unfortunate tendency. The same thing is true in regard to the railways. The force of circumstances is bringing us nearer to complete nationalization every day, but we fail to take the full advantage of the gains it will bring if we do not at the same time begin the change to a sound basis of financing. Social justice demands it—it is economically sound—it is just—it should be done—the start should be made now.