

well with the diversified races and peoples of India as with the highly trained peoples of Europe. Its adoption in various parts of the British Empire is a splendid testimony to the discernment and the saving sense of British administrators when given the opportunity to decide matters solely in the interests of the people, unfettered by precedent. There are seventeen crown colonies and protectorates in the British Empire, and of these no less than twelve operate their railways under direct government ownership. If the four German colonies now occupied by Great Britain are retained, they will make the total in this group sixteen. Of the self-governing British dominions, Australia, New Zealand, and South Africa all have adhered to the principle of government ownership, and to these we add the Indian Empire and Canada, for while the latter has the majority of mileage under private ownership, the principle of government ownership of the Intercolonial cannot be abandoned, for reasons which will appear. And lastly, Great Britain herself, the parent of private ownership, brought her railways under state control, literally in a day, upon the outbreak of the war. Those who know the British people best know that this control will never be abandoned, and for one good reason, that the waste of time, labor, money, and material in the illusory "competition" of the private companies, which the state-ownership advocates have preached about so long, has been demonstrated beyond question in the marvelous achievements under the unified national control.

If there is any reason in the nature of things why the railways of the United States and Canada should continue under private ownership, how do we account for the steady march, without any retreat, of the rest of the world toward government ownership and control? And how do we account for the correlative fact that the postal service—which is of the same nature as that of the railways in being the medium by which the people's communications are carried on, and having a light-freight business in the parcel post—that was once in all European countries carried on by private companies, has in one country after another in the last two centuries been taken over by the state, until now no civilized nation in the world permits its post-office to be run by a private firm?