

The Toronto World

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MAKE NATIONAL OWNERSHIP AN ISSUE

There is now hope of a real issue in Canadian politics—something to fight for besides office, something that will make a political career a worthy object of ambition. There has been a flood of discussion on corruption, a great searching about for remedies. Corruption has been largely due to the lack of issues, of divisions on questions of principle. Such a division seems to be arising on the national ownership of railways, and other public services. Mr. Borden yesterday came out strongly in favor of that idea. Why the government should have been, on the whole, so steadily hostile to it is difficult to understand. It is surely in line with Liberalism in the broad sense. By its policy of deepening the furrows and of extending the interlocking of the railways, the government held out some hopes to those who favored the strengthening of the national highways. But two ministers who favored that principle most strongly have been forced out of the cabinet, and on the whole the attitude of the ministry toward that principle has been hostile.

It has now lost several opportunities of extending the principle of government ownership of railways. It threw away the chance of a national railway thru the Crow's Nest Pass, of a national railway from Winnipeg to the lakes, of a national railway from the Georgian Bay to Montreal. The Grand Trunk Pacific bargain shows the same hostility to the principle of public ownership. The money and energy of the country are diverted to a region which for years will be entirely out of the line of transportation for Western products. The Canadian Pacific, the Grand Trunk Pacific, the Canadian Northern, will all be in this business. The government is to build a railway far away from all this activity, unable either to share in its profits or to help the Western farmer. It will be separated from the waterways, our best defence against monopoly, while the private companies are reaping all the benefit of the growth of the West and of the rising rates to suit themselves. Some day, we are told, transportation by rail may be made as cheap as transportation by water. Some day wheat and other Western products may forsake the lakes and be carried by an all-rail line. Even if these hopes should be realized, the road will be a government road only in the sense of being built by public money. It will be controlled by a private company.

The fault of the government plan is not in what it does, but in what it prevents. It shuts national ownership out of the field to which all railway men are looking for business. The fault is not that too much money is to be spent, but that money is to be misapplied—in an effort to cut the throat of the national highways, the waterways and the interlocking. The sum to be spent would have sufficed to acquire a road from Winnipeg to the lakes and from the lakes to the coast, or would have gone a long way in deepening and improving the waterways of the country. A party formed on the lines of national ownership may lose some old friends and gain some new ones. There is no reason why such a party should not attract a large body of Liberals, and of independent men, tired of barren politics and worn out cries.

PROVINCIAL AND MUNICIPAL RIGHTS

The Quebec members of the Dominion parliament have always been great sticklers for provincial rights, and it was fair to expect that local rights were attacked in other provinces, the Quebec members would come to the rescue. A regard for justice, and for the larger interests of Quebec, would lead them to be just as careful about the rights of Ontario and Toronto as about the rights of the province and the City of Quebec, and the City of Montreal. Until recently there is no reason to have perceived that a blow at one local right is a blow at all. Lobbyists for corporations found their work at Ottawa facilitated by the indifference of the members from Quebec and the Maritime Provinces to local rights elsewhere. It is quite likely, too, that the ally prejudice against Toronto, of which we hear a good deal, even in the Ontario legislature, has been cultivated in Ottawa.

It has been recently pointed out to the members from the eastern provinces, however, that what hurts Ontario is not necessarily good for Quebec or New Brunswick; on the contrary, that the defenders of local rights and interests, municipal rights and interests, must stand or fall together. Broadminded and far-seeing men from Quebec and the other eastern provinces have been quick to see the point, and there has been quite a change in their attitude in regard to attacks on the local interests of Ontario and its municipalities. "For the general advantage of Can-

Ontario's Crop Forecasts From Official Returns

Summary From Reports of 2000 Correspondents Indicates Prosperity for Farmers.

The following report concerning the crops of the province was issued yesterday by the Ontario Department of Agriculture, and deals with conditions as described by regular correspondents of the Bureau of Industries under the act of the 1st of August. It is the summary of the contents of many hundred communications.

Fall Wheat.
Much of the fall wheat just harvested was sown a week or two later than usual, owing to the rainy weather prevailing in the early part of last fall; but this does not seem to have had any bad effect upon the general character of the crop. There was but little injury by winter-killing, and very little was plowed up in the spring. The summer crop picked up to such an extent that it turned out to be one of the best crops yet recorded in the province, both as to yield and quality. Some returns fall short of an average, several instances are given where the crop ranges from 40 to 50 bushels per acre, and samples are reported of 40 to 43 pounds to the bushel. Much of the straw is shorter than usual, but bright. Owing to heavy

Field Crop Forecasts for Ontario.

The following table gives the area and estimated yields of the principal crops. Ontario's forecast of August 1st is based on returns from 2000 special correspondents:

Crop	Year	Area	Yield	Value
Fall Wheat	1903	1,981,305	16,989,434	25.5
	1902	1,981,305	16,989,434	25.5
	1901	1,981,305	16,989,434	25.5
	1900	1,981,305	16,989,434	25.5
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