

in 1903 with that ending in 1908, exports of corn and its products decreased from 135,000,000 bushels to 82,000,000 bushels, a decrease of 39 per cent. During the same time exports of wheat decreased from 212,000,000 to 114,000,000 bushels, a decrease of 46 per cent.

The methods necessary in bringing about desired changes are, first, to determine what types of farming are best adapted to the conditions prevailing in the different sections of the country; and, second, to help the farming population to readjust itself to these conditions. This readjustment is an expensive process to the farmer—new equipment must be earned and more labor must become available. Not only must the farmer be taught the principles of soil management, but he must be taught how to take better care of his animals and how to breed a better class of animals. National and provincial agencies are now co-operating in this work of teaching the farmer improved methods.

One strong factor operating against scientific wheat and grain-growing is perhaps the eternal hunt for the dollar. The greatest crop for the time being is too often the desire. In this connection it is interesting to glance at a grain bulletin published by the Saskatchewan Government. The reasons most frequently given for the increased favor in which wheat apparently is held are its satisfactory price, the comparatively low price of oats, the earliness of the season, the fact that there was a large amount of summerfallow available, and that there was also a larger area than usual broken last season after the date at which flax could be safely sown upon the breaking.

Oats have gone out of favor to some extent because of the low price obtainable for them during the past winter and spring, the presence in the country of large surplus stocks, and the favorable nature of the season for wheat and flax. Occasionally a correspondent reported that the oats acreage in his township showed an increase over last year, owing to the fact that more stock was being kept and the oats were needed for feed.

The area sown to flax will probably show a large increase in Saskatchewan. The reasons given for this are varied, but the most common one is the very temptingly high price. Some correspondents state that dealers are contracting for flax in their districts for October delivery at \$1.75 per bushel. Other reasons given are the comparative ease with which flax can be marketed, owing to its smaller bulk and higher value per bushel, and the fact that the early season admits of large areas of new land being broken this season and sown in this grain. Occasionally a correspondent states that flax is out of favor in his township owing to its low yield, the difficulty experienced in getting it threshed, and its tendency to introduce the seeds of noxious weeds.

TO REGULATE RAILROAD RATES.

An International Railway Commission is the only logical solution for the problems arising from the traffic of two nations on one continent. The Canadian roads are continually extending their operations into the United States, and the American roads are reciprocating. So far as the locomotive is concerned, the international boundary counts for little. A commission with supervisory authority over the railroads of the United States and Canada will probably be the result of action taken by the United States Government in the appointment of Chairman Martin A. Knapp, of the Inter-State Commerce Commission as the representative of the United States, to confer with Hon. J. P. Mabee, chairman of the Railway Commission of Canada. Meetings will be arranged between Mr. Knapp and Mr. Mabee at once to take place at points in the United States or Canada, or both, during the remainder of the summer. Upon the completion of the conferences, a report with recommendations will be made by the commissioners, either jointly to both Governments or separately to their respective Governments.

The appointment of Judge Knapp and Mr. Mabee is the result of a considerable period of correspondence and diplomatic interchange between the United States and Canada. More than a year ago the subject was broached first in a letter from Mr. Mabee to Judge Knapp. It was pointed out that the increasing traffic between the United States and Canada would render full control over rates in the future more difficult if some joint action were not taken.

It was realized that the acquisition of Canadian terminals by American roads and of American roads and terminals by Canadian railways presented increasing difficulties. In the present circumstances, it is not possible to compel either railway or express companies to establish joint through rates to and from points in the two countries.

The Inter-State Commerce Commission may require roads under its jurisdiction to establish through rates and joint rates, and the Canadian Commission may require the lines under its jurisdiction to do the same, but neither body can compel two or more carriers to do this with international traffic and furnish to the shipper a through bill of lading from any point in one country to any point in the other.

The reasonableness of rates between points in the United States and points in Canada is also a question of importance to shippers. To determine any given question as to rates that may arise, it is necessary for the shipper to institute a proceeding before the Inter-State Commerce Commission and the Canadian Railway Commission, and even the result is not satisfactory. The difficulties practically preclude any inquiry by existing tribunals into the reasonableness of combination through rates as applied to international traffic.

No power at present exists requiring carriers engaged in this international transportation to establish what may be regarded as reasonable through joint rates, and apportion those rates among the participating carriers in the event of a disagreement.

The need of such a Commission is generally admitted. If for instance, a Montreal manufacturer has in Philadelphia the market for his product, there is no existing process of law which can be invoked to compel the railways over which the commodity is handled, in its international transit, to give a through rate. In many cases a series of local rates of different roads have to be paid. There are many of such concrete instances, to overcome and adjust which the reform is proposed.

BUSINESS AND RECREATION.

Many hundreds of men are supervising the economic machinery of Canada. Manufacturers, financiers, bankers, farmers, the heads of a variety of establishments, are supervising an army of labor. Their constant endeavor is to keep humming the wheels of progress, to forestall as far as possible the results of trade depression or monetary panic. This is exacting work. It takes the best qualities a man has to give. It absorbs his vitality, and, unless the life is well balanced, transforms the young man to old age in short time. The average man knows that most prominent Canadians, born, naturalized and adopted, have climbed from the bottom rung of the business ladder to the top. He knows of their everyday occupations and the results. But frequently he has little knowledge of their recreations.

Most authorities are agreed that some form of recreation is necessary to balance properly the business occupation. How many of Canada's leading men are neglecting to do this? From the Canadian Who's Who, a volume edited by Mr. Fred Cook and published by The London Times, one is able to frame a fairly accurate answer. While a large number are arranging the common round and daily tasks so as to include a respite from labor, in addition to necessary sleep, too many have eliminated pastimes. For instance, a casual glance at the