

is altogether dissimilar to a private business. Standards applicable to one are not applicable to the other, and interference with, or exercise of control over, one would not involve similar rights over the other, but the contrary.

The foregoing argument was necessary in order to establish a moral and economic basis for exercising control over the railways of the country. It is a question concerning which we must take no chances. If we are to proceed safely and sanely, we must make quite certain that our methods are sound and right. Otherwise we will certainly have to retrace our steps and lose what progress we thought we had made. Even when our actions are perfectly justifiable, we may make mistakes of judgment by which our labor may be lost. But always, where our actions are not just, the forward movement is interfered with.

History of the C.P.R.

Let us now examine the history of the Canadian Pacific railway for a few moments in order that we may satisfy ourselves whether or not there is any particular reason why this railway should be exempt from the control of the people of Canada. If it should transpire that the company received but slight aid from the people and was constructed mainly or altogether by the efforts of its organizers and owners, it would be necessary, in fairness, to accord it more consideration than if the contrary were the case. If, also, the profits on the money invested by shareholders in the property of the company are but small or are nil, we will be bound to admit either that the management is not as efficient as it should be, or that freight rates are already low enough. If, on the other hand, these profits turn out to be very large, we may assume justification for a demand that the freight rates should be lowered.

The Canadian Pacific railway was incorporated in February, 1881, for the customary purposes of a railway, including the right to construct branch lines, operate steamship lines and telegraph services.

Gift of an Empire

So far from the organizers or owners paying for the construction of their road themselves, and receiving no assistance from the public, we find that the Dominion government, at the outset, granted the company a bonus of no less than \$25,000,000 in cash and 25,000,000 acres of land.

In addition to this liberal treatment, the government transferred to the company, free of cost, no less than 713 miles of railway built by the government at an expense of no less than \$35,000,000. In 1884, the Dominion government extended yet further assistance to the company by granting to it a loan of almost \$30,000,000—to be precise the sum was \$29,880,912, the interest on which was 5 per cent. To secure this loan the company gave a lien on its property, subject, of course, to other claims against it. It would seem also that a further security was given the government in some \$35,000,000 of unissued stock. In 1885, however, the government gave up this stock and thereby lost an excellent opportunity to reimburse the people of Canada for a portion of the assistance they had given the road. The Company gave to the government, bonds for \$20,000,000 against the loan just mentioned and a lien on the unsold lands of the company for the remaining \$9,880,912.

Government very Generous

That is, the government presented the company with these lands and then took a lien against a portion of them for the sum just mentioned. A little later a new arrangement seems to have been made whereby the company paid back the \$20,000,000. For the balance of the debt, it would seem that the government accepted a portion of its own lands back from the company at the rate of \$1.50 per acre. Presumably this \$9,880,912 thus became a gift to the company. Apparently, however, the company would have to return to the government somewhere about 6,587,000 acres of its land grant. It is naturally impossible to give reliable details of a deal concerning which the whole truth could never be known, but so far as the above mentioned portion of the deal is concerned, the statement may be regarded as sufficiently accurate for the purpose of demonstrating the co-operation, willing or otherwise, of the Canadian people in the project.

The original capital of the company would seem to be \$5,000,000. The

Continued on Page 22



FARMING
has become a specialized business

It's no longer a "hit-or-miss" occupation, where "any old way" is good enough. Farmers are buying pianos and automobiles as never before. They're living as well as working.

The farmer has learned that it pays to employ progressive methods. That's why he is ever ready to receive helpful suggestions for improving his crops, his land and his home. It's also the reason that more than fifty thousand Canadian farmers are enthusiastic about our handsome book,

"What the Farmer Can Do With Concrete."

It isn't a catalogue, nor an argument for you to buy something. It is clearly written, interesting, profusely illustrated. It describes the various uses to which concrete can be put on the farm. Not theories, but facts, based on the actual experience of farmers all over the continent. It is the most complete book on the subject ever published, fulfilling the purpose behind it, which is to help

the farmer take advantage of concrete's possibilities. The list of subjects covers every conceivable use for concrete on the farm. The book's actual value to you will far exceed the list price of fifty cents, but if you will send us your name and address at once, we'll be glad to

Send it to You Absolutely Free

Send a Post Card for it—do it to-day. The book will be sent by return mail

CANADA CEMENT COMPANY LIMITED

National Bank Building - - - - - Montreal



NURSERY STOCK BARGAINS

D. W. BUCHANAN, of the Buchanan Nursery Company, St. Charles, Manitoba, has decided to retire from the nursery business. Under the management of Mr. Buchanan these nurseries have acquired a country-wide reputation for the quality and hardiness of their stock. All stock sold has been propagated by themselves from their own mother stock in their own ground. This has made the reputation of the firm.

The Buchanan Nursery Company has always known what it was selling. It has always sold the best. There is today no better stock in Western Canada.

The A. Mitchell Nursery Company, Limited, of Coaldale and Lacombe, Alberta, has, by a stroke of rare good fortune, been able to secure this splendid stock; but it must be taken off the grounds in a very limited time. This is the reason for this compelling offer at prices never before seen in this Western country.

COLLECTION NO. 1

SMALL FRUITS—Price \$10
Enough for the average garden.

- Raspberries 100
- Strawberries 100
- Red Currants 6
- Black Currants 6
- Gooseberries 4
- Bush Cherries 4

COLLECTION NO. 2

SHADE TREES—Price \$5

- Man. Maple, 5-6 ft. 20
- Ash, 3-4 ft. 10
- Poplar, 3-4 ft. 10
- Willow, 4-6 ft. 10

COLLECTION NO. 3

FARM SHELTER BELT—Price \$10

You cannot make a home out of a wheat field and a shack. You must have trees to finish the home and shelter the garden and crops.

There is enough in this collection to plant a belt 100 yards long and 8 rows wide with the trees 3 feet apart. Three feet is the most economical distance as the ground is more quickly shaded by the branches and the work of cultivation is over the sooner.

CASH WITH ORDER. WE PAY EXPRESS. Send for our Catalogue, we have plenty of other things

THE A. MITCHELL NURSERY COMPANY, LTD.

Lacombe and Coaldale

Head Office: Coaldale, Alta.

COLLECTION NO. 3 Continued

- Man. Maple (Box Elder) Seedlings..... 300
- Willow, Cuttings 300
- Ash, Seedlings 100
- Poplar (Russian Poplar or Cottonwood)..... 100

800

These should be planted, beginning with the outside row—Willow, Willow, Maple, Poplar, Maple, Ash, Maple, Willow.

COLLECTION NO. 4

Perennials for the Flower Garden—Price \$5

- Paeonies 2
- Iris 4
- Larkspur 10
- Clove Pink 20
- Sweet William 10
- Sweet Rocket 20

COLLECTION NO. 5

66

FOR THE KITCHEN GARDEN—Price \$5

- Rhubarb 24
- Asparagus 100

124