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The Rural Publishing Company, Ltd. PETERBORO AND TORONTO

"Read not to contradict and to confute, nor to believe and take for granted, but to weigh and con-sider."—Bacon.

The Railroad Situation

THE present railroad situation in Canada illustrates the danger the public incur when they allow po Illities to remain in private hands. A ra chise is in the nature of a monopoly; cannot be depended upon to regulate rates, except between a few competitive points and the governments in all countries where private ownership is still in vogue have been forced to assume control of passenger and freight charges. When railway corporations, through over building and bad management, find that they cannot meet operating expenses, they naturally enough turn to the government that has assumed control of their rates and demand the right to increase their charges.

This is the situation in Canada at the present time. The C. N. R. and the G. T. R. are incapable of meeting their annual fixed expenses. They demand an increase of fifteen per cent. in both freight and passenger rates. At the same time the C. P. R., which would also share in this increase, is paying a dividend equal to twenty-two and one-quarter per cent. on the money actually invested in the road. Clearly, there must have been bad management and a great lack of good business policy in the construction and operation of the needy roads, when the C. P. R. is able, operating under the same conditions of labor and fuel shortage, to show such tremendous profits. Similar mismanagement would result in the bankruptcy of any private concern, but our railways, as semi-public institutions, ask for the right

to make the people pay for a business policy which has left them incapable of coping with present strenuous conditions.

Parliament will have to deal with the whole situation in the near future. More public aid in the form of direct cash subsidies or land grants should not be countenanced. The courageous course, and we believe the wisest course, for our government to follow, would be to nationalize all the railways of the land, dismantle sections of the present roads which are unproductive and useless, and operate all as one great public utility. There is good reason to believe that if such a course were followed, the venture would be profitable from the first, and that without any addition to the present freight and passenger charges. Ministerial assent to any increase in present rates should be withheld until the whole question can be thoroughly considered in Parliament.

Centralizing Highway Control

NOTHER step is about to be taken to relieve rural tax payers of the control of their highways. A bill has been introduced at Ottawa entitled "An Act to Encourage and Assist the Improvement of Highways." This bill is introduced under the name of Mr. Cochrane and has government sanction. It provides, in brief, that the Dominion Government may grant to any province in aid of the improvement of the highways or bridges, or the construction of new highways or bridges, a subsidy not exceeding such sum as may each year be voted by Parliament. Highways receiving such aid must be constructed according to specifications approved by the federal government, and provision must be made for future maintenance, this also according to federal standards. With the authority of the provincial legislature, the Minister of Railways and Canals may undertake the construction of any new highway, and may expend on that highway the whole or any part of the sum voted by Parliament for such subsidy to that province.

If this bill becomes law, which it probably will as the government now commands a majority in the Senate, there will be a serious overlapping of Dominion and Provincial jurisdiction, and the loose construction of the bill makes it possible to use the expenditures it authorizes in a purely partizan manner. Its wording, too, makes it possible for the Minister to use every cent of the millions that will be appropriated on the construction of an ocean to ocean highway, which, as a useful public work, has already been thoroughly discredited. The most dangerous feature of the bill, however, is that it will tend to still further centralize the control of our highways and remove the control of taxation more and more from the hands of the rural taxpayer. Such a course will lead inevitably to extravagance and waste in road construction, and in all probability will fix more firmly upon us the curse of indirect taxation. This tendency to centralize control of expenditures is one of the most dangerous tendencies of the times, and a tendency against which every taxpayer should protest vigorously.

Sir Wm. C. Macdonald

SIR WM. C. MACDONALD, who died at his home at Montreal last week, was a shrewd, successful business man. Starting with nothing, he accumulated millions. This is as much as can be said of many of our moneyed men-but not of Sir William. He will long be remembered because he was more than a rich man; he was a public spirited citizen, ever anxious to help in any good cause. His main interest, aside from business, was in education, and he will go down in history as the first great exponent of the consolidated school system in Canada. To convince people of the practicability of the system, he established and maintained consolidated schools at several points in Canada. Manual training in connection with public schools was another of his hobbies, and it was his money that established the first manual training schools in Canada. The greatest monuments that he leaves behind him, however, are Macdonald College at Ste. Anne de Bellevue, Que., and Macdonald Hall and Institute at Guelph, both of which institutions were founded by Sir William and paid for out of his private fortune. For these good works his memory will long be held in honor.

Oleomargarine

YON, MARTIN BURRELL has announced that the government is considering favorably numerous petitions asking that the sale of oleomargarine be allowed in Canada. If the Minister is reported correctly, it means that the clamor of a few city newspapers and the insidious campaign of the packing interests, who hope to benefit by the removal of restrictions, counts for more with the government that the interests of some 700,000 farmers, almost all of whom are connected to some extent at least with the dairying industry.

The dairy farmer asks for no special favors. We are not afraid of honest competition. We have every reason to fear, however, that oleomargarine masquerading as butter will have a decidedly detrimental effect on the butter market. Oleomargarine interests have never been content to sell their product on its merits, and if Canadian authorities can head off the campaign of fraud and deception that has been practised in every country where eleomargarine is sold, then our legislators have more wisdom than we have cause to give them credit for. We would be glad of an announcement from Ottawa stating just how oleomargarine is to be kept in its own clothes, and dealers therein made honest by legislative enactment.

The Next Live Stock Commissioner

HE position of Dominion Live Stock Commissioner, left vacant by the death of the late John Bright, is still unfilled. Several names have been mentioned for the appointment in interested circles, but the name most frequently mentioned among disinterested parties who have the well being of our live stock industry at heart, is that of H. S. Arkell. For years Mr. Arkell has been the real brains of the Branch, and, in the opinion of Farm and Dairy, is more deserving of the appointment than any of those who have been mentioned for the Commissionership.

Mr. Arkell's early associations were with the pure-bred live stock business, his father being one of the most noted breeders of sheep in Canada, and one of the best farmers. To the training received in his early home, Mr. Arkell added that of a four-years' course in Guelph. Since his graduation from that institution he has been continuously studying the live stock industry in Canada, the United States and in Europe. He is an authority on all forms of state aid to agriculture. Above all, he is a sincere, conscientious man, with a talent for departmental work. Farm and Dairy has never heard Mr. Arkell express so much as a desire for an appointment to the commissionership. We have ' ,er mentioned it to him. We believe, howeve: ... at if the appointment is to be made on merit, Mr. Arkell can fill the position more acceptably to the live stock interests of Canada than any other man.

Shallow cultivation is one way of hustling the corn crop. The surface soil warms up and contains the most available plant food, so that is where many of the corn roots go. Deep cultivation will out these roots, which results in a setback for the corn plant.

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