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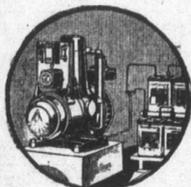
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Guide-Advocate

Member of Canadian Weekly Newspapers' Association

FRIDAY, APRIL 15, 1921

NOTE AND COMMENT

The greatest freshets of the season are those that are carrying watered stock down to sea level.

Henry Ford's newspaper, the Dearborn Independent, has been banned by the Chief of Police of Chicago.

Some men say that, in the referendum matter, they are going to vote for what is right. In the meantime they are drinking up what is left.—Toronto Telegram.

Hon. Dr. Tolmie Minister of Agriculture, told the House of Commons that last year \$17,000,000 had been saved to the farmers of Manitoba alone by the Government campaign against parasites.

The railroads and express companies are learning a much needed lesson, namely, that the maximum charges do not bring the maximum profits. The result of the increased freight and express charges has been to increase the amount of goods transported by motor.

One hundred British farmers and their families have sailed for Canada to locate in Ontario. There is no other Province of Canada so like the old Country in climate, soil and agricultural resources. If the new comers know their business they will succeed.

The Harding Administration will support the Allies in insisting that Germany pay her debt in full. See-

ing that it also is insisting that the Allies pay their \$10,000,000,000 debt to the United States, it could not logically adopt any other course. The Allies have to collect from Germany to pay the United States.

A curious phenomena was found in connection with the U.F.O. grinding mill at Harrow. The building is covered with metal siding and this metal is charged with electricity when the mill is not running. Some mischievous boy ran a live wire across the street, with the result that when a team stepped on it last week, the horses reared and fell.

Stratford Beacon:—Members of Parliament may be quite willing to illustrate the Department of Labor's statistics to justify a cut in the bonus granted letter carriers—though the cut is proven more than the drop in the cost of living, and therefore unjustifiable. We wonder how the members will talk, however, when it comes to a discussion of a cut in their own "indemnities."

Details of a new plan for re-establishment for soldiers, calling for the issue of Government industrial bonds to each returned combatant, has been put before the special committee on pensions and re-establishment by E. F. Kidner, of Victoria, B. C., Mr. Kidner suggests that a bond for \$2,000 be given to each eligible returned soldier. He estimates that there would be 250,000 men eligible for this aid. The outlay would be in the neighborhood of \$400,000,000, which, under the plan would be taken over by the banks and would be repayable to them by the Government at the rate of \$4,432,744 per year for 50 years, paying at the rate of 3 per cent.

The board of railway commissioners, in their judgment on the application of the Bell Telephone Company for increased rates, refused the measured rates system to the company on the ground that the present situation is an emergency. The company is granted increased long-distance and service connection charges, together with a 10-per cent. addition on exchange revenue. A statement given out by the railway board reads: "The judgment in the telephone case which is issued to-day finds that the evidence adduced does not justify the adoption of the measured rate which was proposed for the cities."

J. E. Wetherwell, M. A., editor of text books for the Ontario Education Department, illustrates the difficulty of avoiding mistakes, even when the greatest care is taken. The present Public school arithmetic has two authors, and each author was supplied with three assistants to check every question and answer. Yet, in spite of all these precautions, the department is receiving notices indicating several mistakes in the book. When authors and editors who have time at their disposal make mistakes, it is not surprising that blunders and inaccuracies are sometimes found in the newspapers, on which the work is done in such a hurry that there is but little time for revision.

A Georgia white man who murdered eleven negroes has been found guilty, but the jury recommended mercy. Had he killed only half a dozen he might have been acquitted.

Sometimes we wish we were perfect, though we believe that perfection might be awfully monotonous at that. We are just speaking from the newspaper point of view. If the grocer, the baker or the lawyer or the doctor makes a mistake it is known only to those concerned, but the newspaper man who makes a mistake is a grossly incompetent person, if, indeed, he is not an intentional criminal of the deepest dye. The average eight page paper is the result of the assembling together of 500,000 separate pieces of metal. Doubtless they should all be correctly placed and no possibility of error should be admitted.—Ridgetown Dominion.

DRAG THE EARTH ROADS

In Ontario there are 3,699 miles of road under the county improvement system, 15,718 miles of improved roads, 18,466 improved gravel roads and 19,871 miles of graded earth roads. Other roads are not classified. Out of the 50,000 miles, approximately, of well used roads in the Province, more than a third are merely earth surfaced, and graded. At present as the frost is coming out of the ground, the time is opportune for grading these roads again. If no better means is at hand, the practice of dragging them, to level down the bumps, and fill up the hollows, will give good results. Ontario should have road-dragging in full swing in every county, as only by this method can the earth roads be kept tolerably free from pitch-holes as they dry out. The Saskatchewan Highway Department has to deal with a relatively more extensive mileage of earth roads than Ontario, and it has found a road dragging competition very serviceable. This competition starts on June 1, and ends September 30, and cash prizes are awarded. The various stretches of road entered are inspected once a month, and at the end of the period, a general survey is made to ascertain the best road in the lot. Last year 154 entries were made, with a total mileage of 521. The influence of this competition is felt over the whole Province, because it proves how effectively dragging can keep earth roads in tolerably good condition. Many of the Saskatchewan roads are of clay and are difficult to keep level. Every county in Ontario has long mileages of earth roads that could be vastly improved by dragging, and the Ontario Highways Department should consider whether it could not stimulate the practice by proper organization.

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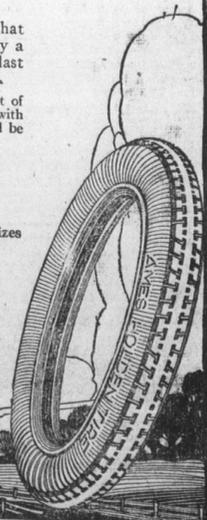
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