

of the public demand the strongest possible presentation of its side before the board. A strong representation of the best legal talent available should be present at the hearing to check up the railway's claim on every phase of the transaction and to see that the whole case is presented before the board in such a way that the interest of the government and the public will be safeguarded. Of equal importance is the matter of getting the public interested in the matter, for unless they take an active interest in this large project, it may come a political football with lamentable results. The results of the arbitration is a matter that involves the expenditure of millions of dollars of public money and it is imperative that the interests of the public be forcefully presented at the hearings of the arbitration board.

INCREASING VOCABULARY

The latest editions of the best dictionaries contain no mention of the word "post-cure." From this we may be justified in assuming that a new word has been added to the language. Investigations are revealing that it is a word of great significance and lexicographers will do well to see that it is fully defined in the next edition of their works.

The origin of the word is veiled in mystery. It is not a slang expression as is the case of many of the new words that are being added to our language, though the head of a firm that has used it extensively has been known to exclaim "To Hell with Profits." Though in no way connected with the doctrine of transubstantiation it represents a process by which salt and water assumes the form of bacon worth 50 cents a pound. Used as an adjective it modifies quantitatively, both bacon and packer's profits. As a transitive verb it indicates that some four pounds of brine has passed over to a fifty pound side of bacon. The liquid that is used in the process presumably contains a higher percentage of salt than the tears that are shed by the magnates of the packing industry over the sacrifices of the boys in the trenches. It furnishes a new salt water route to the little factory over which Sir Joseph Flavelle has voyaged in safety. He has evidently soaked his title in the solution as it is guaranteed to keep indefinitely or at least until the people of Canada get tired of this knightly nonsense and send it to the scrapheap. Though efficacious in preserving titles and adding weight to bacon, it has proved singularly ineffective in preserving reputations. The odor that assailed the nostrils of the public when the commission removed the lid from the packing business indicates a degree of rotteness that will yield to neither cures nor post-cures, but will demand a surgical operation.

THEY SHOULD NOT GET IT

The railways are out after another increase in freight rates. This time they want the "all-rail" rate on shipments from the East raised. Last summer they secured an increase on the "rail and water" rates on the assumption that the latter rate was out of line with the "all-rail" rate. They

are reversing the argument now and basing their claim on the raised "rail and water" rate secured last summer.

The facts are that there is no water competition at the present time and the railways are getting a large proportion of freight "all-rail" with less effort than ever before. The tonnage on the Great Lakes has been interfered with by war and there are far from enough boats to carry the goods now wanted over that route. The Lake Superior division of the C.P.R. which would receive approximately 75 to 80 per cent. of the benefit from such an increase is already one of the most profitable divisions of the entire system. That railway, moreover, needs no further increases of its revenues when its profits have been shown greater by each annual report. Water competition has always previously been used as an argument to depress rates, but the railways are using it now in exactly the opposite manner.

FIXING PROFITS

The food controller has announced that as it is impossible to fix absolute prices on flour, he has therefore fixed a maximum profit of 25 cents per barrel on the flour put out by the different mills. These mills will all be licensed and their books will be examined. If it is found that 25 cents a barrel is too large a profit in some cases where there is a big output, it can be reduced. Indeed the food controller announces that it is his intention to reduce it if the profit is greater than there is need of. It certainly is good to see the food controller getting busy.

Wherever short courses in agricultural engineering are held in Western Canada this year, and there should be a considerable number of them, farmers should take advantage of the opportunity to get all the knowledge possible on tractors. There is a woeful lack of such knowledge and with the large number of tractors now on the market the need of greater knowledge on this subject is daily more apparent. Farmers should plan now to attend these courses wherever they are held.

Expert knowledge can be secured there better than anywhere else.

There is a great competition on amongst corporations as to who is the past master at hiding profits. They are actually afraid the government may take some of this money. If action up to the present is any indication of what the government may do, they need not worry seriously. They still can thank their stars that they live in Canada instead of in Great Britain or United States.

Some Eastern financial papers are suggesting that the railways ought to be given a 25 per cent. increase in freight rates instead of the moderate 15 per cent. increase which these modest railways ask. Before the people of Canada stand for such thing as this, they will demand that the whole system of railroads in Canada be taken over and run by the government. The limit of endurance in freight rates has certainly been reached in Western Canada. That ought to be plain to the government and to everybody else.

Every American vessel over 2,500 tons available for ocean service is to be commandeered by the United States government on October 15. This will affect 2,000,000 gross tons of ships. In some cases ships will be taken over completely by the government. In other instances owners will be permitted to operate them. The government assumes insurance and has set definite ocean freight rates.

One of the best moves that could be made to ensure the highest possible production of food in Canada is to ensure a good price for what is produced. One big help towards this desired end would be the establishment of a marketing bureau by the Dominion government at Ottawa with branches or connections in each of the provinces. We should then know what is produced and be able to distribute it properly.

A very good move for the new Union government to encourage the production of food would be to place farm tractors and cheap automobiles on the free list. The manufacturers of both these lines are making lots of money. Putting them on the free list would reduce the price and encourage a wider use and consequently a much greater production of food.

It is expected that oleomargarine will be put on the free list very shortly. At the present price of butter there are many families in our cities and towns throughout Canada who find it impossible to use this article of food. The importation of oleomargarine will give them a substitute for butter and should not in any way injure the dairy business of Canada.

Credit invested in farming will give greater returns to the nation than if put into any other line of enterprise in the country.

After the war the market for livestock will undoubtedly hold up better than for grain. It is well to be prepared when this time comes.



A SOLID FOUNDATION