

FARMER AS TRAINED BUSINESS MAN

Is Aim of Assistance Given by Saskatchewan Government—Bookkeeping and Accounting

Some interesting tables are being compiled by the Saskatchewan government from the returns received from farmers on the cost of farm implements. Some of the implement firms claim that there was an advance in prices in 1908, but that this advance fell back in 1912 to the prices ruling previous to 1908. However, the figures gathered should elucidate this point. The full conclusions will be published at a later date. The prices and figures generally have been obtained from representative farmers who were in a position to obtain the best quotations from the different firms, and there is no doubt that it will be found that both prices and interest obtained by homesteaders, settlers and others were by no means so favorable. The figures, however, will do all that was expected of them, that is to form a basis for the personal investigation of the commission on agricultural credit on its return from England.

In the same way figures have been obtained during the last few years regarding the cost of production of wheat, oats and flax. Hitherto averages only have been published, but the material now available after further investigation should prove of real value. In this connection we will mention the fact that a commissioner is personally investigating this question, and while of course guided to a great extent by the information in the hands of the department all of his data will be gathered by word of mouth from the farmers themselves.

New Departure for the Dominion.

Another effort to get to the exact state of affairs in regard to the financial side of farming is being made. A system of bookkeeping has been drawn up, and in order to stimulate interest prizes are offered to those who keep the best records during the next year. This system has been reduced to the simplest form, so that the veriest amateur can readily understand it. The educational value of this alone, apart from the valuable information which may be obtained, will certainly warrant the efforts of the department in this direction. While this is a new departure in Canada, and as far as is known in the States of the Union, it is not new in Europe, as in many countries, and notably in Switzerland and Sweden, a system of bookkeeping on the part of farmers is compulsory, and in some cases is utilized for purposes of assessment. At present of course the government does not require the information for taxation purposes, and the work will be undertaken wholly in the interest of the farmers themselves. It is hoped that from a small beginning the work will develop.

Economic Value of Importance.

Once such a system is established, it would no doubt become most popular, as there is not a farmer in the country who would not be glad to know exactly how he stands at the end of the year. Careful account keeping is one of the best methods of dealing with the farmers' problems. It is by this means only that the farmer will be able to learn exactly what branches of his business are profitable or otherwise, and having gained this knowledge, he can re-arrange his methods accordingly. The economic value of this is of extreme importance, and there is little doubt that the time is coming, if it has not already come, when farmers must be business men in every sense of the word, and must adopt the most up-to-date business methods.

Make Business Men.

In fact owing to the great variety of the work that may be undertaken a close system of bookkeeping is even more necessary to the farmer than to many other businesses. There is little doubt that eventually this subject will form an important part of the young farmer's education in all agricultural colleges. It is indeed just as important as many other technical parts of his training that have already been undertaken, because it is the one means that is going to take him out of the old haphazard methods, and induce him, by the logic of figures to adopt measures which will be more likely to lead him to success. It will also cause him to study his marketing and other conditions and make him in every sense of the word a trained business man.

CANADIAN VENEZUELAN ORE COMPANY'S BONDS.

At the meeting of the shareholders of the Canadian Venezuelan Ore Company, an additional issue of \$500,000 bonds was sanctioned, making the total amount outstanding \$1,500,000. The present mortgage makes provision for this additional issue. The proceeds will be used for the purchase of a tug, building barges, extending the tramway and purchasing additional machinery, to enable the company to operate economically the new deposits of ore.

CANADIAN PACIFIC RAILWAY'S WORK

Company is Busy with a Lengthy Programme in Western Canada

Despite the tight money conditions, the Canadian Pacific Railway continues to forge ahead with its development plans. The company are placing settlers on ready-made farms in the western provinces—something, by the way, Northern Ontario will have to do. They are providing the settlers with buildings and machinery and educating them to the advantages of mixed farming. On the Pacific Coast, the company are erecting a handsome new depot for Vancouver. At that port also, a large amount is being expended on harbor improvements. The work of double tracking through the Rockies has also begun and the new high-level bridge at Edmonton has just been completed.

Big Bridge at Edmonton.

This bridge is the third of its kind built by the Canadian Pacific Railway, the other two being the viaduct at Lethbridge, Alta., one mile long, and the recently completed viaduct at Outlook, Sask., over three thousand feet in length, the latter opened for traffic in 1912. The length of this bridge at Edmonton between abutments of north and south approaches is 3,560 feet. The extreme height above mean water level is 153 feet, while the piers are 10 feet high. The bridge consists of an upper and lower deck, the width of the upper being 32 feet and that of the lower 43 feet. The



GEORGE BURY

Energetic vice-president of the Canadian Pacific Railway, in charge of the lines in Western Canada.

upper deck will carry a railway track and double street car tracks. The lower will be used for vehicular and pedestrian traffic, the sidewalks having a clearance of 8 feet and the roadway 23 feet.

Long List of Improvements.

Mr. George Bury, the vice-president in charge of the Canadian Pacific Railway's western lines, tells *The Monetary Times* that a lengthy programme of improvements has been projected for the western provinces this year. The following is a summary of the more important:—

Fort William: Six stall addition to roundhouse; increase storage capacity of elevator D to four million bushels; increase size of freight car repair and workshops. Kenora: Six stall addition to engine house. Sutherland, Sicamous: Additional trackage facilities. Vancouver: Complete new terminal station and wharf; additional trackage facilities False Creek yards. Dunmore: Additional trackage. Calgary: Automatic block signals between Ogden and Sunalta; passenger coach house with ice house, coal shed, etc. Alyth: Six stall addition to roundhouse. Strathcona: Increased trackage facilities: overhead bridge at Anthony Street. Edmonton: Increased trackage facilities. Wetaskiwin: Increased trackage facilities; extension to express room. Lacombe: Two stall addition to roundhouse; fifty feet additional to freight shed.