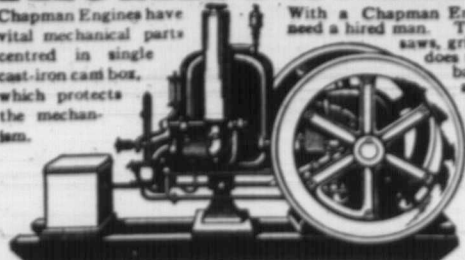


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Chapman Engines have vital mechanical parts centred in single cast-iron cam box, which protects the mechanism.



With a Chapman Engine, you don't need a hired man. This engine pumps, saws, grinds, cuts silage—does the hard laborious back-breaking labor around the house and barn. We sell the grinders, saws, pump jacks, etc., as well as the Engine.

Send to-day for our Engine Book—showing how to solve power problems on the farm.

Ontario Wind Engine & Pump Co. Ltd., 88 Atlantic Ave., Toronto

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The Next Best Thing to Making More is Saving More

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AMATITE ROOFING—Here is a ready roofing that needs no painting or other attention to keep it watertight. Amatite Roofing has a mineral surface that laughs at wind and weather. Very attractive because of its bright, sparkling appearance. Wherever you have steep roofs, you need Amatite. Amatite is made in rolls of 110 square feet with galvanized nails and cement in center. Try it.

EVERLASTIC ROOFING—Here is a ready roofing of wonderful value. No better "rubber roofing" has ever been made at the price. Everlastic Roofing is ready, easy to lay and sure to wear. You don't need skilled labor to lay it. Durable and inexpensive. The solution to your roof troubles.



EVERJET—On every surface exposed to the weather, you need Everjet Elastic Paint. It is the best carbon paint ever made and carbon paint is a sworn enemy of the weather. There isn't a felt or metal roof in the country that could not be improved by a coat of Everjet. It clings, penetrates and protects. Everjet is wonderful on iron work and farm implements. Its sparkling black surface is tough and elastic. Never cracks or peels. You ought to keep this paint on hand always.

CARBONOL—The most necessary thing you could have around the house is a bottle of Carbonol. It is the best disinfectant, healer and cleanser ever made. Removes grease, germs and odors. Therefore, put some in the water with which you clean house. Heals cuts and wounds; prevents blood poisoning. Wonderful in the sick room because it prevents contagion. It will keep your stable or hen house clean and drive flies away from garbage, pails or cattle pens. The best thing you could have for a hundred different uses. Get a bottle today.

CREONOID—When it's so easy to have healthy, profitable livestock, why not try this idea. Put some Creonoid in the barn and poultry house and spray the cattle. Creonoid insures clean, healthy cows, horses and chickens. Creonoid is the most effective lice destroyer and cow spray ever made. You need it, perhaps right now. Wonderful in the piggery, too. Makes better porkers. Sold in 1, 5 and 10 gallon cans, half barrels and barrels. Follow directions carefully.



WOOD PRESERVATIVE—Do you want to add many years' wear to your fence posts and exposed woodwork? You can do it by treating them with Grade-One Creosote Oil. Its use is the safe, practical and inexpensive way to make fence posts, clothes posts, or porch steps immune to the attacks of weather, earth or moisture. You know the preservative values of creosote. Being a liquid oil it can be applied by simply dipping, spraying or brushing. No expensive method. That's why Grade-One Creosote Oil is practical for the farmer. And it actually penetrates deeper into the wood than any other preservative. Protect your timber with Grade-One Creosote Oil and begin now.

ELASTIGUM—Don't tinker, delay and experiment with the little everyday repairs. We have a product that makes such repairs not only cheap and easy, but permanent. It's called "Elastigum" because it's a tough, elastic, adhesive, waterproof cement. Has no equal for joining or relining gutters, sealing joints or stuffing cornices. Invest in some Elastigum now and have an ever-ready handy man in the future. A trial will prove that it's indispensable. Make that trial now.



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THE PATERSON MANUFACTURING COMPANY, LIMITED
MONTREAL TORONTO WINNIPEG VANCOUVER

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WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

The Railway Problem

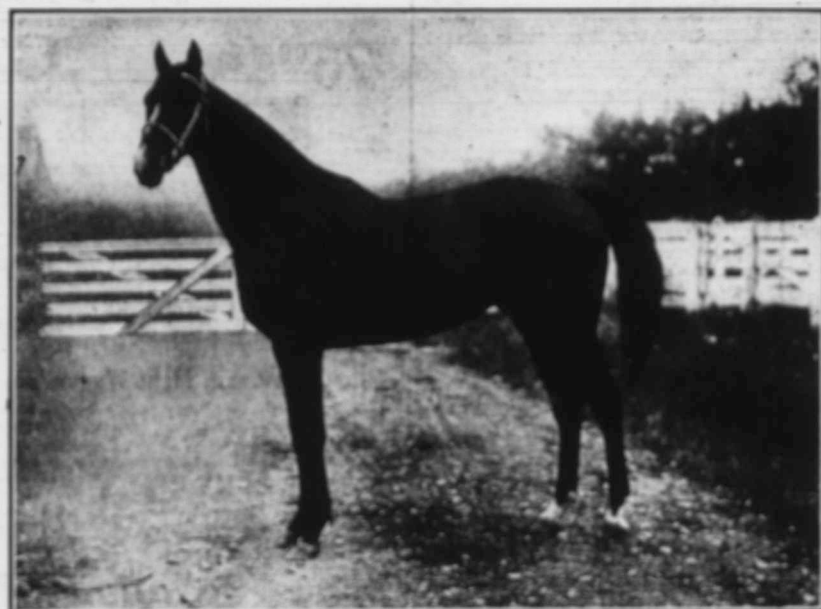
Article VI.—Blight of private ownership in early days of Confederation—What Joseph Howe foresaw—A chapter of heretofore unwritten history.

By E. B. Biggar

On July 1, 1867, the federation of the four provinces which at first formed the Dominion of Canada was proclaimed with rejoicings that were confined mostly to the two upper provinces. The cause of this division of sentiment will appear later.

The economic basis of the union was the Intercolonial Railway—the first inter-state railway in North America under government ownership—for the express condition on which Nova Scotia and New Brunswick joined Upper and Lower Canada was the building of this railway. When some people sneer at the Intercolonial as a railway that has never paid a profit they misconceive the primary purpose of this project, which was to be an instrument for bringing these provinces into social, political and economic unity. No Dominion of Canada could ever have been created while the world stood if these purposes had been subordinated to the low aim of merely getting a profit out of the instrument itself. It is only when private citizens are permitted to exercise a state function that such an object becomes the measure of national aims. None of the founders of Confederation

submission to a precedent, but as early as 1850 he foresaw the troubles that would arise in Great Britain and the United States from private ownership. In a speech advocating the appropriation of £330,000 of public money for a railway from Halifax to Windsor, N.S., he said: "There are things that they—the government—should not control, but the great highways—the channels of communication—should claim special consideration, and when I am told that we should hand over for all time to come this great western railway to a private company, I have to such an assignment a serious objection. All our roads in Nova Scotia, made by the industry and resources of the people, are free to the people of this hour. The toll bar is almost unknown, and this railroad, which will be the Queen's highway to the western countries in all time to come, should be the property of the province, and not of a private association. The roads, telegraphs, light-houses, the standards of value, the administration of justice—these are the topics with which a government is bound to deal. There was a time, in the feudal ages, when every baron ad-



"Agnes," the imported thoroughbred sire donated to the Canadian government by King George V. for the improvement of the breeding of horses in this country. He will be at the exhibition at the Canadian National Exhibition.

ever considered a profit on the road as an end in itself when discussing the railway. None of the great confederation speeches even mention railway profits in any way. But suppose the Fathers of Confederation had lost sight of the great end, and had narrowed their vision to the mere means, how can the people of the present generation expect a profit in operation when the Intercolonial has always been headed at the point where it would be possible to make a profit from the traffic of the great West, which would come to it if the private roads, operating to private advantage, did not intervene? How, indeed, can the Intercolonial make a profit when the privately owned roads are allowed to levy taxation on the whole of Canada at higher rates than are permitted to the government line, while the private lines are also allowed the further advantage of a larger population upon whom they may levy taxes.

Joseph Howe on Private Ownership

No statesman in the history of Canada ever accomplished so many legislative reforms in the provincial sphere, or left a deeper impression on the whole of British America than Joseph Howe. Altho the world was still young in railway experience when his public life began, he saw from the first the true relation of the state to the railway. He was not awed into a slavish

ministered law to his tenants and retainers according to his own will, but the progress of civilization swept this system away, because men found it inconsistent with liberty, and because they found that all these modes of dealing with that which belonged of right to the state, led to tyranny. . . . The government of Great Britain erred when it surrendered to private companies the control of the highroads of the land. The little state of Belgium acted in a far wiser manner. In Belgium, the railways, radiating from a common centre, reach every section of the country. They are all owned and have been constructed by the government. In my judgment, of all the nations of Europe, not one has shown more wisdom in the construction of railways than this little state. There is greater unity of action, greater power for good, in a government than in a private company."

In another speech he said: "I believe that if all the railways of England had been made by the government it would have saved millions of pounds to the country," and he added that the depression and bankruptcy that prevailed throughout Great Britain in 1847 were due to the railways "constructed by private associations." Owing to the wholesale discharge of men by the railways, there was a great exodus in 1847, and 17,445 persons died on the passage to Canada and New Brunswick

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