

The Farmer's Advocate

AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE DOMINION.

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for the latter product will likely remain just a few cents per pound lower than butter—just enough to undersell it.

It is also said, strange to say, that the greatest demand for oleo is not found in the sections of cities where the poorer people live. We recently heard a wash woman complain about the high price of butter. When asked why she did not buy oleo she remarked: "I haven't come down to eating that stuff yet." It's a queer old world.

Now that oleo is here no one can call the dairy farmer inconsistent if he asks for free entry of some of the implements and machinery necessary in producing dairy products. Some thought the prohibition of oleo was a protection to the dairyman. If it was it is gone and there is room now for those in authority to be fair and go farther. And yet eventually they might really cheapen food by lowering the cost of production.

"For the Duration of the War."

As the war goes on more changes are made in order to promote efficiency and economy. Many of these reforms are great and sweeping and would, doubtless, not be made unless the conditions affected demanded such procedure. It is strange, however, that we have become accustomed to coupling with the announcements of these changes the words: "For the duration of the war." If prohibition is good national economics in time of war, why not in time of peace? Why not for good and all "stop all waste of food, men, labor, and brain power during these days when the nation needs the energy of every man at his best," for the nation needs all people at their best all the time. If Government-operated railways are to be preferred in time of war, and many great nations have acted accordingly, why not in times of peace? In war and in peace there should be the widest possible application of public ownership and operation of all public utilities. Beneficial reforms should live for the good of the people long after the war drums throb no longer and the battle flags are furled. The people will have the say in the matter and must be prepared to back up the Government in a continuance of the operation of reforms which have worked for the good of the country as a whole.

The Railway Situation in Canada.

Canada has railways which have paid and some which have not. It becomes necessary for the people to stand behind the roads which do not pay, and Government aid has been extended in plenty. In a short time the Government will be operating the C. N. R. system. Canada will then have three great systems, one controlled by the people, the G. T. R. and C. P. R., privately owned and operated. The Commissioners who investigated Canada's railway problems a short time ago and made recommendations to the Government that the C. N. R. and Grand Trunk be taken over and a combination of the Intercolonial, National Transcontinental, Canadian Northern, Grand Trunk and Grand Trunk Pacific be made, leaving only the great C. P. R. system under private ownership and operation, found that of all the systems named in the proposed amalgamation only the parent Grand Trunk system was capable of carrying its fixed charges. Most of these systems fail to earn anything above operating cost. The Commissioners found that if all these roads were taken over the entire system would commence with an annual deficit of \$12,500,000, which would have to be paid by the people as taxes or would have to be secured by increased rates.

While these roads are in such condition the C. P. R. is prosperous. It paid a dividend of ten per cent. last year, and laid up millions to the credit of profit and loss.

Looking at these conditions some cannot see why the country should be loaded with the roads that do not pay and the system which does pay be continued as a private enterprise. If all were taken over and left to the experienced management in charge, the surplus of one could be used to meet deficits in the others, and traffic could be arranged to give all an equal chance.

An increase in freight and passenger rates has been announced. Objections are already heard. This increase will not likely give the Grand Trunk and Government roads returns any more than necessary if quite sufficient to meet the increased costs of operation. But it may add considerably to the surplus of the C. P. R.—the road which needs the increase least. Increased freight rates are not popular in Canada. The people realize fully that the cost of operation has advanced considerably, but they do not feel sure that increased rates will mean greater railway efficiency, and it is efficiency that counts. There is a shortage of cars and a shortage of locomotive power. Maintenance has not been looked after as it once was. These things must not be allowed to continue too long else conditions will get worse. The railways are common carriers, and for the good of the nation should be operated in the best interests of all the people. If the Government operated all the roads under the most efficient management possible, and there was need of increased rates, the people would not object. But just now when all hands are asked to produce there are those who see no reason why increased production should bear a further burden of increased freight rates which will largely benefit a road which does not particularly need the increased revenue, and will not be sufficient to make other roads as efficient as they should be. If it is necessary to increase the rates to keep a number of the roads going, better take over all the roads and make the best use of the expert knowledge of the railroad men of long experience who have controlled and operated these roads under private ownership. It is true we have in Canada a Railway War Board for the purpose of co-ordinating railway work, and it is said that this Board has done considerable good in the interchange of rolling stock and motive power, however, it might be better to go the whole way as was done early in the war by Great Britain and has recently been done in the United States. Greatest possible efficiency is what is wanted, and this means most economical and best service to the greatest number. In union is strength. United railways controlled by the Government might make for greater strength in Canada.

Great Men.

It is well in these times that we do not forget the work of some great men whose efforts in life have resulted in great good to the world at large—"world benefactors." There have been a number of these whose works have lived after them and some are still living, who, when they pass on, will be remembered because of their efforts in the interests of humanity. Men who have made it easier for others to live—men who have devoted their lives to scientific research for the good of humanity—deserve a place in this list. It is our purpose to publish in the second issue of each month a short account of one of these men until the

list we have is covered. The first appears in this issue. Louis Pasteur was truly a world benefactor. If readers have in mind any really great men whom they think should be included in the list they would do us a favor by sending in the names.

The Bottom of the Ladder is a Good Start.

BY SANDY FRASER.

Every little while I will be readin' about some boy that has tae start oot tae mak' his livin' on the farm, wi' naething to his name but a pair o' blue overalls, a cotton short an' a straw hat, an' before the story is ended he's president or premier or somethin' like that, which na doot he would never have been if he hadna had sic a bad start. It looks as though the chap wha starts at the bottom always goes up, an' that one wha starts at the top has no choice but to come doon. I dinna think mysel' that this is the case, but it happens often enough to mak' ye stop an' wonder what's the reason. I suppose it's with boys something the same as it is with chickens. When they hae everything they want they winna scratch for themselves, but when it's a case of wark or starve they soon get busy. An' once they hae the habit it stays wi' them till they get tae the top o' the pile. I dinna care whether it's boy or rooster, early habits are the ones that stick.

I saw an account juist the ither day o' one o' these "start-at-the-bottom" farm laddies, an' gin ye hae the time I'll juist be repeatin' some o' it for yer benefit. Onyway, if it does ye no guid it canna dae ye ony harm. It seems this chap wis born in New York State, on a wee farm in Greene County. One o' the first things that he came tae understand aboot this farm wis that there wis a mortgage on it, an' the idea he got o' it wis that the mortgage wis bigger than the farm. The auld fellow that held the mortgage wis one o' these right-on-the-minute individuals, an' the day the interest wis due he wad be there at the door waitin' for it. He pit sae muckle fear intae oor young laddie that he made up his mind that he'd get rid o' the auld mon an' his mortgage if he had tae stay up nights tae mak' it oot. Sae, as ye might expect, he started in tae wark wi'oot muckle o' an education. The mortgage wis pushin' him an' he hadna time to wait for things like that. He stayed wi' the farm till he wis aboot eighteen an' then took to railroadin'. He thought he saw better prospects o' gettin' square wi' the auld mortgage holder on day wages than in raisin' grain an' live stock. An' na doot there wis, at that time. He got a job as brakeman an' later on as fireman. Then he took the notion tae gang tae the city. When he got to New York he had juist three dollars an' thirty cents to his name. It wisna lang till he got work as fireman on one o' their elevated roads there, an' a couple o' years later he wis made engineer at a salary o' a hundred dollars a month. It wis at this time he made up his mind tae get married. Ye can see he had caution as weel as courage. There wis a girl that he had left back hame, on a farm near his feyther's, an' he noo thoct he couldna dae better than to tak' her tae the city an' let her show them there the richt way tae keep hoose.

About this time a brither o' his, that had been studying tae be a lawyer, died. Oor young engineer got the idea intae his heid that he should tak' his brither's place an' represent the family at the bar. Sae, wi' his wife's consent he began tae study for the job. He warked on his locomotive at night an' went tae school in the day-time. He got what sleep he could between times, but it wisna' much. Between his regular wark an' his classes he hadna ony time tae study books, but his wife wrote oot his lessons on slips o' paper an' he wad study these in the cab o' his engine. One time he got sae interested in his wee slips that he took his train around a curve sae fast that he cam' nigh to haein' a wreck, an' the result wis that he got fired. It wisna lang after this until he became unco' shy o' cash, an' he had yet tae try his examinations before he could set up as a lawyer. The examinations were held in anither city, an' the only way he could get there wis to ride in the cabs o' the engines that travelled between that city an' New York. He made a guid mony trips but he made oot, as usual. It wis the auld story ower again, "ye canna keep a guid mon doon."

After his examinations had been passed the next thing he wis up against wis tae earn his livin' in New York as a lawyer, an' some that hae tried it can tell ye that this is no easy job. The first thing wis tae open a law office, an' this couldna' be done wi'oot money. Sae he went back tae the auld farm an' pit anither mortgage on it, an' wi' the cash raised in this way he made his start. The first month he made twenty-six dollars, the second month forty-six, an' the third eighty-one. It wisna lang after this that he paid off the last mortgage on the auld hamestead. His next move wis intae a larger office in a better part o' the town.

About ten years ago he went intae politics, an' although this has been the first doon-hill step for mony a mon it didna' hae ony bad effect on oor one-time farm boy. First thing he wis made magistrate, an' then county judge, an' the second time he ran for this office he wis elected by a majority o' twenty-seven thousand. It looks as though he must hae been a pretty decent chap a'richt, unless maybe the ither fellow wis a chicken-thief or somethin' o' the kind.

But the end o' the story is not yet. Last fall when the Tammany people in New York were lookin' roon for a man that they were sure wis popular in the city an' wad poll a big majority o' the votes, they picked on this country judge as the one safe bet. I dinna'

think o' ye that ken wha it I hae Hyland, hundred elected that has thinks i an' brai auld ear I mi lookin' didna' h me tae

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