

proposed an amendment that all titles be banned. The debate was very warm and the general opinion expressed was decidedly unfavorable to the title business. However, Premier Borden insisted that the address to be sent to the King should be in accordance with the order-in-council passed by the government a few weeks ago. This provides that no titles shall be conferred upon civilians in Canada except upon the approval of the Prime Minister of Canada and that in no case shall any hereditary titles be given to a Canadian, and further, that the hereditary attachment to titles now held in Canada be abolished. This is the severest blow that has been given to the title business in the history of Canada. In ordinary times such a resolution would have stirred Great Britain and would undoubtedly have shaken the House of Lords to its very foundations. Even in war times, however, this action by the Canadian parliament is the beginning of the end. Titles in Canada have been a farce for the last 20 years. Many of them have been granted as political plums and for service rendered. Even in England recent investigations show that titles have been bought and sold. It is today no distinction for a man in Canada to wear a title. They have come to be looked upon as adornments of the tin pot variety which certainly add no lustre to the name of any good citizen. It is highly probable that a movement will soon be afoot for those who have titles to get rid of them. The good old plain ordinary handle of "Mister" is a plenty good enough title for any Canadian citizen. If any further distinction is required it should be upon the basis of merit solely and not be swapped off for political services.

Argyle House

Argyle House is a well-known institution in Canadian military and political circles. It is the headquarters in London of the Canadian overseas military service. It is there that Sir Edward Kemp, overseas minister of militia, is located and it is from there that the Canadian army at the front is directed. The criticism against Argyle House is that it is loaded up with officers who expend a great deal of their energy in keeping away from the firing line. Some of them also, it is said, have been donated medals reserved for distinguished service on the field of battle. Returned Canadian officers and soldiers have little good to say of the Argyle House organization. In the Canadian House of Commons members on both sides of the house freely express themselves in favor of abolishing the position of the overseas minister of militia. It has come to be an absurdity. Sir Edward Kemp has been a great success in making money by manufacturing tin plates but no

body ever heard that he had any ability as a military man. Furthermore, it is said that the government has difficulty in working through the Argyle House organization. The report that Kemp is to be recalled and one of our own Canadian soldiers created commander-in-chief will be well received throughout Canada. This war is far too serious a matter to maintain any political or social organizations of the nature attributed to Argyle House.

A National Railway Service

Another plank in the farmers' platform was nailed down fast last week when Sir Robert Borden announced to the House of Commons the Government's railway policy. The Prime Minister declared clearly in favor of consolidating the Canadian Government Railways with the Canadian Northern, the Grand Trunk Pacific and the Grand Trunk into a system which would be owned, controlled and operated by the nation. The C.P.R. will be left outside for the time being, but at some future date, it is proposed to unite all the railways into one government-owned system. Sir Robert Borden's words referring to the future development of transportation systems in Canada were:—

It may be possible, indeed I think it is probable that at some later date, but not in the immediate future, all the land transportation facilities in Canada in the shape of railways may, so far as operation at least is concerned, be amalgamated into one system, carried on under one management.

The first step that will be taken towards bringing the railways into national service, will be the re-organization of the board of directors of the Canadian Northern Railway. The Government has taken the view that the C.N.R. should not be administered under any department of the Government, but rather under a national board of trustees which shall ultimately direct the whole Dominion railway system. This Board, the Premier says, will be made up of the very best men it is possible to obtain in the public interest, and we are assured that neither Sir William Mackenzie nor Sir Donald Mann will have a place on it. The Grand Trunk Pacific road will also very shortly be linked up with the C.N.R. system in the West under Government control. It is now a national liability, and the country, to keep it from going into a liquidator's hands, has been supplying it with money as steadily as to the C.N.R. In order that the western end of the prospective government system may have the profitable outlet of a connection with the East, the Government proposes also to take over the valuable lines of the old Grand Trunk Railway which covers Ontario and lead to the United States at many advantageous points. The G.T.R. system is operated from London, England, and when the Dominion ministers visit London this summer, one of their chief tasks will be to come to some agreement with the Grand Trunk directors with regard to the taking over of their lines in Canada. Altogether, the prospect for railway transportation in Canada is very encouraging, and it will be

the duty of the people in every province to guard against the oft repeated charge that "the government ownership of railways can never be a success because of political corruption."

Every farmer must be made to see that it is cheaper to pay \$2.00 a year for membership in his own organization than to pay \$300 a year or \$500 a year to assist the big interests that are taking toll from agriculture.

The farmer who thinks that the present prosperity will be lasting and neglects his own organization is not doing full justice either to himself or to his family.

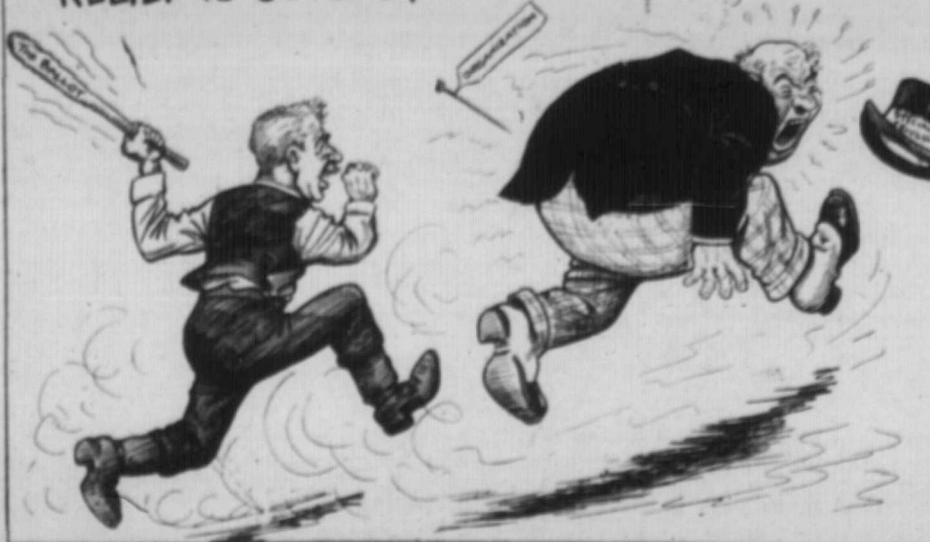
Be sure you are doing your part in the big drive to increase the membership in the farmers' organizations. It is only your plain duty to yourself and to the farmers who will come after you.

It is highly important that every young man on the farm should be brought into the organization at the present time and educated in the principles for which the farmers are fighting.

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I HAVE a strong belief after travelling and giving much matter, that our are the most fertile area of like extent in as well as well convinced making the best use of belief, we are copying agriculture of eastern conditions are of the the North American.

Word went out in the United States that it was absolutely necessary should be tremendous reduction on the farms as a result there was a production over the more than as much as in cereals in 1917, billion bushels, besides a phenomenal increase in poultry and meat present time all abolished. The American recently told me that warehouse was bursting with beef. It is on what would have taken place now if this great taken place.

Mr. Hoover's Now, how was this raising wheat, because was short. Mr. Hoover terribly responsible to Allied armies and a population of allied countries not advising the farmers in the wheat wants is an assurance in some form or another, but also other, barley, corn, or if the wheat fails to substitute. From seven south of our Montana, I am from Western Canada can corn and mature it, ably than wheat, in conditions. It is a fact that the farmers belt in Michigan and are getting their seed, spring, or much of it from the west. North and South Dakota is a letter received C. P. Hartley, head department of the Plant Industry at "Your letter of last, requesting seed, received some time ago, sorry I did not give attention. I cannot as I am going to plant. Last year was the story of the state, no rain falling from June your Mandan flour at the rate of 25 bushels. A field of Da Flint, some distance yielded 22.5 bushels is equal to Dakota the earliest corn in this country and yield. The elevators