

Barrett Money Savers for Farmers

MADE IN CANADA

It's the Little Things that Count

ATINY acorn makes the mighty oak with its numerous uses for man. Noble buildings result from placing small stones or bricks one on top of another. It's the little things that count in life. It's attention to details that means success.

Right now, around your home and farm, there are little things that you would be too wise to neglect if they were called to your attention. Read the seven short paragraphs on this page. They may mean the difference between profit and loss.



CREONOID—Real economy consists of getting a product that is cheap to start with and lasts a long time. Such is Creonoid, the famous lice destroyer and cow spray. With this wonderful product you have care-free live stock.

And you know the importance of this. A little on the woodwork of the henery will drive away mites. Use it in the piggery and stable. It means healthy live stock; more eggs from your hens; more milk from your cows; more flesh from your porkers. You need Creonoid. It's animal insurance.

EVERLASTIC ROOFING

—You don't know the real value of a good ready roofing until you've seen Everlastic. No better "rubber roofing" made at anything like the price. It means insurance against leaks and protection against the weather. Everlastic presents to the weather a tough well built surface that wears wonderfully. And it's easily laid without skilled labor. Before you pay more and get less, try Everlastic on your next roofing job. You will find it a great comfort.



AMATITE—Just think of a ready roofing that greatly improves a building's appearance and doesn't need painting. That's Amatite. Then consider that Amatite is not high priced in spite of its fame and fitness. Once you have seen this roofing you will want it for all your steep roofs and sidings. Each roll of Amatite covers 100 square feet allowing a 3 inch lap. Send for sample.

EVERJET—Everjet Elastic Paint is the best carbon paint ever made. It will add to the life of any felt or metal roof. And its glossy, permanent black surface adds beauty. It will keep your roofs watertight and wear-proof. Your farm implements will



also last longer if you keep them painted. You need Everjet to "keep things up".

ELASTIGUM—Get a can of Elastigum and watch the annoyance and expense of little repairs vanish. Elastigum is a tough, adhesive, elastic cement. It seals leaks, joins or relines gutters, fixes imperfect joints, stuffs cornices, refashions chimneys. And it makes all these things permanently sound. Adheres to wood or metal and is waterproof. It is cheap and easy to use, being applied with a trowel. Handy in a hundred different places.



CARBONOL—Chemistry cannot make a more widely useful or more effective disinfectant than Carbonol. It has a thousand uses in every home and is invaluable to farmers. When you clean house, a little Carbonol in the water will kill germs and odors. If you



cut yourself, Carbonol solution will heal the cut and prevent blood poisoning. Use it in the sick room to prevent contagion. Sprinkle garbage pails with it. Disagreeable odors as well as flies will disappear. Carbonol is carbolic acid minus the danger. You can't afford to be without it.



WOOD PRESERVATIVE—Here's the first chance for you to use the wonderful preservative qualities of Creosote without the difficult, expensive closed-cylinder method of applying it. Grade-One Creosote Oil is a boon to the average landowner because it can be applied by spraying, brushing or dipping. It penetrates deeper than any other. It is permanent. It destroys fungi, keeps out moisture and prevents rot. You can make cheap fence posts and woodwork

last 20 years. Let us tell you how.

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WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

The Railway Problem

Article VII.—The advent of the C.P.R. and C.N.R.—The last state worse than the first—Exploitation and public robbery

By E. B. Biggar

The story of the Canadian Pacific Railway and the Canadian Northern system is, in most respects, chapters two and three of the history of the Grand Trunk already sketched. Of those who now control all three systems it would not be just to say that they are men of purposes more evil than the rest of the community. Many of the heads of departments of these railways are today showing a statesmanship worthy of any government in the way they are carrying out schemes for the material advancement of the regions which they control. Such for instance, are the irrigation works of Alberta, the demonstrations of re-forestation, the settlement of men on ready-made farms, experiments in the chemical industry, etc. However admirable may be the work of individuals under the wing of these companies, the moral wrong remains of allowing any private corporation to exercise a sovereign prerogative without direct accountability to the nation to whom that right belongs.

Of the Canadian Northern it is enough to state that its present organization was founded on the credit based upon the guarantees, cash and lands obtained from the Dominion and Provincial governments, and that the parliamentary lobbying by which these public resources were jockeyed from the nation and given to be the private property of a few persons was not surpassed in shamelessness even in the days of Boss Tweed, Jay Gould, Russell Sage and other railway operators in the States. Some sections of this system are well built, but the physical conditions of other sections are such that it is estimated that perhaps sixty million dollars will have to be spent before the whole system is in good shape.

Before the Canadian Pacific Railway company came into existence there was a natural presumption of public ownership in connecting the provinces by a national railway. British Columbia, as well as Nova Scotia and New Brunswick, agreed to come into the confederation on this assumption, for her bargain was not with any private company, but with the Dominion of Canada. It was when the Dominion government placed the crown of its authority in private keeping that the Canadian Pacific was born, and this company was thereby conceived in the iniquity of the scandal which brought defeat to a great ministry and to the country at large its greatest shame.

What Canada Gave the C.P.R.

Those who imagine that the C.P.R. is a great national institution which no power may touch because it was self-created, should be reminded of a few facts of its genesis. The people of Canada not only gave to the original company the \$25,000,000 cash and the 25,000,000 acres of land which formed the corner stone of its credit, but they handed over to it as a gift the 700 miles already built by the government at a cost of \$30,818,000 before state ownership was abandoned, and contributed three or four millions towards the short line to the east which had the effect of depreciating the value of the Intercolonial; they bonused the Western Ontario lines which simply duplicated the service of the Grand Trunk at the general cost, and they have given annual subsidies to the company's steamship lines to swell private profits. They allowed the company to select the best lands as it might choose, they allowed it to import steel rails and other material free of duty, they permitted perpetual exemption from taxation on its railway property, and exemption from taxation for 20 years on the lands given to the company. But this is not all that came from public funds to swell private wealth. Manitoba, in order to get lower rates by competition in that province paid over \$600,000 to get connection with the Northern Pacific, but the bargain was hardly completed before the N.P. reached an understanding with the C.P.R. and all that was achieved was a duplication of service

and a nominal competition in rates, proving the truth of the saying that "where combination is possible competition is impossible." The Crow's Nest Pass railway was built to get competition with the C.P.R.—now it is a branch of that system. The Manitoba and North-Western Railway, after being bonded for \$22,000 a mile, when it could have been built for \$12,000 a mile, passed into the hands of a receiver and then passed into the hands of the C.P.R.

In a pamphlet published in 1897 and now out of print, Sir John Willison gave a faithful warning of conditions that were coming on the country if private railway promoters were permitted to control the public resources. Describing some stages in the evolution of the C.P.R. he says: "The history of the Qu'Appelle, Long Lake and Saskatchewan railway is faithful to the details of American railway methods. More than \$3,500,000 was received from the sale of these bonds. The road cost for construction, etc., was probably \$2,500,000. The road had also received a land grant of 1,400,000 acres and a cash subsidy of \$80,000 a year. It was leased to the C.P.R. for six years without rental." The promoters thus got a million out of the scheme and the C.P.R. got the road and its lands to be added to their other estates.

The Calgary and Edmonton Railway Co. was incorporated in 1890. For its 340 miles of line the promoters got the usual land grant of 6,400 acres per mile and a mail subsidy of \$80,000. Many of its promoters and contractors were closely associated with the C.P.R. The road obtained bonding powers of \$25,000 a mile, and immediately the road went under the control of the C.P.R. company, who at the session of 1891 got permission to substitute its own debenture stock for that of the company. At that time 295 miles had been built at a cost as alleged by the company of \$3,717,882, or \$13,000 a mile. With a road bed poorly laid on the prairie Sir John states that it did not cost more than \$7,000 a mile, at which rate the cost would be \$2,065,000. Now the land grant alone for the whole road at \$3 an acre would be worth \$6,528,000, not to speak of the money raised thereafter by high freights which it put into force, or the "unearned increment" of the stock.

These and many other instances could be cited to show that the original corner stone of the C.P.R. was the nation's money and land and the national credit, but, more than that, the branch lines which it got possession of by various methods were themselves still more essentially founded on the public assets and credit, whether provincial or federal. All the watering of stocks by the increases of capital permitted at nine different times since the C.P.R. came into being, are simply a method of capitalizing, for the benefit of a few wealthy men, values which were first obtained from the Canadian people and have since grown out of their labors. By all moral right the C.P.R. still belongs to the people who created it, and without whose industry and labor it could not exist for a month. The company has certain natural rights arising out of administration and the cash contributions of its shareholders, but the attempt made by some of its controllers to dissociate the profits of the company and the increased value of shares from the people from whom these profits are taken, and who gave the shares that increase is counterfeit logic.

In most countries the people's light freight package business is conducted by the post office under the name of parcel post. In Canada this important public service is known as "Express" and is thrown into the hands of express companies controlled by the railways. This was also the practice in the United States until a few years ago, when, following on the public exposure of the enormous profits made by these express corporations out of their taxing franchise powers, the U.S.