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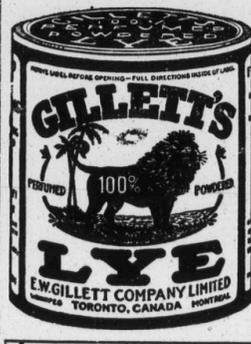
Mother

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Financial Statement of Government

Ottawa, March 14th, 1921—The financial situation, intensified by railway deficits, holds the centre of the political stage. All political parties are agreed that the position is one that calls for careful handling, and no one outside a few extreme partisans attempts to blame the Government for the situation that has developed. The Ministry, so far as has been possible, has practiced economy. It has kept down expenditure on militia and on the navy, reduced capital outlay by many millions and turned off expenditure taps in various other directions. What growth of liability there has been, and it is serious enough, is almost wholly traceable to the war, to our enormous national debt, to pensions, to re-establishment plans, and to railways. For this, the Government cannot be blamed. It is expenditure which Canadians as a whole have sanctioned, expenditure which few red-blooded Canadians would care to shirk and any Government withholding the projects responsible for it would be promptly hurled from power. Nor is the railway case much different. The railway problem in Canada today is not of this Government's nor of this Parliament's making. It is a legacy of the railway intoxication of bygone years, the price we are paying for the folly of 1904. It is futile of course, to speculate on what might have been, but surveying the present situation it is difficult not to regret that the advice of Sir Robert Borden on transportation in 1904 was rejected by Parliament. Sir Robert, with a vision far ahead of his time, realized that Canada was being over-railwayed. He perceived that the Dominion's development had not reached the stage where three transcontinentals were necessary; and as a substitute policy for Sir Wilfrid Laurier's scheme of the Grand Trunk Pacific and the National Transcontinental, he proposed that the Intercolonial Railway should be linked up with the Canada Atlantic and Parry Sound roads to form part of a transcontinental line to the Pacific coast. It was sensible advice, but it was not heeded. Sir Wilfrid's eloquent talk about the twentieth century being Canada's century and his "pray God it may not be too late" speeches carried the day, the country sanctioned his policies with overwhelming voice, and the National Transcontinental from Winnipeg to Moncton, a road running through a wilderness, was built. That was the genesis of Canada's railway trouble. A country with eight million people found itself saddled with 53,000 miles of railway, with a multiplication of through roads and the consequent maintenance of needless transportation facilities. The result was inevitable; but it was hastened by a period



of depression, by the great war; and a situation developed by which the country had no choice but to take over the railways to save transportation from chaos. Then, to make the problem more difficult, came the totally unforeseen and enormous increases in wages. In 1910 the total annual payment in salaries and wages to railway employees was \$67,167,000; in 1914, \$111,762,000; in 1918, \$158,000,000; and in 1919, \$208,000,000. For 1920 the total was probably \$250,000,000 in 1910 the ratio of salaries and wages to gross earnings was 38.61 per cent. and in 1919, 54.56 per cent. Today, according to official statistics few railway employees receive less than \$1,000 a year, while for the great bulk of the workers the annual earnings run from \$8,000 to \$3,000. These awards originating in the United States, explain such remarkable increases. In order to avert a strike on the American roads, Congress, under pressure from President Wilson enacted the Adamson law establishing an eight hour day materially increasing wages. This was followed by a second increase while Mr. McAdoo administered the American railways, and by a third award seven months ago which gave a further advance of 21 per cent. or a total increase in wages of \$625,000,000 to the employees of American railways.

Raspberry Plants Have Many Diseases

Raspberry plants are subject to a great many diseases, some of which are very destructive and cause much loss to the grower, and unfortunately, most of them do not respond to remedial or control measures. In such a short article as this, it would not be possible to describe the symptoms and causes of each of these diseases in detail; reference to them can only be made in a general way. A very complete description of them will be found in the bulletin on "Bush Fruits and their Cultivation in Canada", which may be obtained by application to the Publications Branch, Dept. of Agriculture, Ottawa. With the exception of the Crown Gall and the Yellows or Leaf Curl, these diseases are all caused by fungi. In Crown Gall, a bacterium is responsible for the knobby swellings on the roots and lower part of the stem, causing the plants to become yellow and sickly and very much reducing the yield of fruit. There is not much that the grower can do to control this disease, except examine young plants prior to setting them out, discarding any which show the knot-like swellings on the roots or stem. The cause of the Leaf Curl or Yellows is unknown. It has proved very destructive to certain varieties, such as the Cuthbert in some localities. There is no means of control known for this disease, and all the grower can do is to plant varieties known to be resistant in his locality. Spraying or dusting for any of the Raspberry diseases has not yet been demonstrated to be of sufficient economic value to be recommended. The fungus diseases the Cane Blight, Anthracnose, Spur Blight, and Orange Rust are of fairly common occurrence and at times very destructive, but in no case is there any definite treatment, the removal and burning of infected plants, or the changing of the location of the plantation being the only precautionary measures to recommend. It is good practice to change the plantation about every 5 or 6 years, because this not only prevents diseases from becoming established, but land becomes impoverished in the food requirements of the Raspberry plant in an old plantation. After the crop has been harvested, the canes which have borne fruit that season should be carefully pruned out and burned. By so doing the plantation will be rid of much material which would harbour diseases.

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Such, in brief compass, is the railway problem. It is a problem, the solution of which will not be found in the grotesque proposal of Mr. Crerar to tear up our railway tracks, nor in the mere partisan criticism that aims at nothing but political advantage. It will be found rather in the facing of realities, in the reduction of operating costs, something which can be achieved by co-ordinating fortuitous lines and by bringing wages back to normal. This, there is reason to believe, is the policy of the operators of the roads.

Apart from the railway and financial problem, the past week produced little of importance. Awaiting the Budget members are indulging mostly in academic debates. The Budget is expected about the middle of April.

Big Go'd Shipments Reaching New York

New York, March 16—Heavy gold shipments from Europe to New York bankers were being unloaded today, while other consignments of bullion were inbound aboard the steamer Aquitania, due here Saturday.

The steamer Albania, arrived today from England with \$1,750,000 in gold for Kuhn, Loeb & Company, and \$500,000 consigned to the Equitable Trust Company. The National Bank of Commerce received \$700,000 in gold bars on the steamer Drottningholm, which arrived from Sweden last night.

The Aquitania brings \$1,700,000 to the National City Bank, \$750,000 to Kuhn, Loeb & Company, and an unannounced sum to the Guaranty Trust Company. From Holland came \$250,000 in gold coin to Goldman Sachs & Company, and \$200,000 to the National City aboard the steamer Ryndam.

ST. PATRICK'S STORM

On Wednesday of last week, we had the usual St. Patrick's Storm, and about 10 inches of snow fell, which put the roads in good shape for traveling again.

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