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railway. A study of the map will show that, because of this, no country on earth has so unbalanced a railway system as Canada. If the money and labor wasted in these duplications and triplications had been spread over the land on a nationally conceived railway policy Canada could today support, with its present mileage, a population of fifty millions instead of the eight millions we have.

Economically speaking, the only thing that can save this country is a reduction in railway rates, but has our Board of Railway Commissioners not recently made an increase in rates involving such an aggregate cost to the people that, if it had been imposed in the form of a new customs tariff it would have raised a fierce outcry? But while private dividends are the primary purpose of a country's railways how can such a reduction as the times demand ever be attained?

Wherefore a heavy responsibility rests upon both political parties—on the whole body of parliament—for continuing this drifting policy which threatens unexampled dangers to the agriculture, the commerce and the industries of Canada, a danger which will only show itself when the boom demands of the war are over.

In conclusion, it cannot be too widely known that in the great world outside of America the principles contended for in these articles have been put into actual practice in fifty-one out of the sixty-five countries that have railways on any considerable scale, and there is no instance of permanent or complete relapse into private ownership. If private ownership of railways is the ideal condition, how do the advocates of that plan account for this inexorable movement in favor of state ownership and state operation?

PIGS AND PROGRESS

How a teacher of 60 pupils in a one-room schoolhouse, located in the forests of North Carolina, succeeded in getting her pupils interested in practical agriculture with a pig and less than an acre of uncultivated land, is told in a report of one of the field workers of the department.

A farm paper offered a pure-bred pig as a prize for securing a certain number of subscriptions. This energetic school teacher set out among the parents of her pupils and succeeded in selling enough subscriptions to win the pig. When the pig arrived the pen was already built by the school children on the school grounds for its reception. The parents were invited, and talks on pig raising were made. The rest of the day was spent in driving around to some of the best pig farms in the county, where various kinds of livestock were scored and discussed.

The pupils learned that a pig could not thrive entirely on scraps from lunches and occasional ears of corn. An interested member of the school committee offered the use of his team and implements, and the pupils started to work clearing the forest land to use as a forage pasture. They then planted crops of rye, wheat, rape, and grass to afford the pig grazing plots of green forage. A cold frame was also put in, and cabbage plants were grown for sale, the money thus realized being turned over to buy whatever additional feed was needed to keep the pig.

As a result of the interest aroused, taxpayers and members of the school board have given their support to the establishment of a small demonstration farm. More land is to be purchased, and the county agent is to visit the school each week. Since the pig was brought into the school, less than a year ago, the membership of the county pig club has more than trebled.

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The first thing is to remove the cause and then give them lime water in the milk. Two tablespoonfuls twice a day for a calf two months old and for larger calves half a cupful. Make the lime water by putting a handful of lime into a pail of water; when it has slacked and settled pour off the clear portion and bottle it for future use.—W. H. Peters, North Dakota Experiment Station.

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