

dealers can buy gasoline in the Oklahoma field for 21 cents per wine gallon. The freight rate from the refinery to a Minnesota transfer point at the international border is 31 cents. From that point to Winnipeg the freight is 33 cents. A glance at the map will show that even at a rough guess the mileage over U.S. railroads is eight times as long as from the boundary to Winnipeg, yet the freight rate on the short haul is two cents higher than on the long one. Under the circumstances it would seem that dealers in Canada are adding little more than ordinary expenses to the price at which they are obliged to buy in the highly organized oil market to the South. But the spread between cost and selling price shows that the oil magnates are getting their rake off, that as usual our subsidized railroads are getting their full share, and that the customs' department, with the 7½ per cent. war tax and ruling as to high test fuel, is also in at the killing.

THE GERMAN ZEPPELIN

As an instrument for shattering undefended towns and terrorizing the helpless population, the German Zeppelins seem to have displayed their maximum destructibility even tho they have not spent their force. Their power of acting in sufficient concert to justify the term "fleet raid" seems never yet to have been displayed. Winston Churchill calls them "frail and feeble monsters" and believes the Germans could much better have spent their money and energy in building aircraft. Since February 3 seven of them have been lost, that is one almost every two weeks. Six of these have been destroyed by gun fire and the last four of them by naval guns. The British naval service has been devoting greater attention to their destruction during the last few months with the results mentioned. Zeppelins seem to have been designed for one other great purpose, to act as the complement of

the high seas fleet in great naval battles. Their use in this respect has hitherto been unknown, but a number are reported to have acted in concert with the German fleet in the recent great naval fight. What actual help they were able to render is still unknown. They may have been able to give valuable service in the early part of the battle by enabling the Germans to anticipate the English advance. In fact this duty of constant scouting along the coast or covering the advance of the fleet seems to be their field of greatest usefulness. They are able to remain in the air for long periods without any great shifting of position. It is possible they were able to assist the German warships in the early part of the great North Sea fight by giving the range, tho this service appears to have been short lived as after the preliminary smoke and storm, the Zeppelins are said to have practically disappeared. They may have gone scouting for the advancing British warships. That the German Zeppelin, however, is superior to the British airship for naval co-operation seems all too true. Fortunately the same cannot be said of the other branches of the air service. In a recent speech in the British House of Commons Mr. Bonar Law claimed the British flying service was better than the German and equal to that of any combatant. Out of 478 aerial combats at the front between the British and German only 63 took place within the British lines and in these thirteen German machines were brought down and not a single British machine. The British have two types of aeroplanes faster than any German type and two other types as fast as the enemy's fastest. The German air menace both as a fighting force and a terrorizing influence of military importance seems to have broken down.

In Canada the public treasury is looked upon as a grab-bag into which the friends of the party in power may dig freely.

THE VACANT LAND BURDEN

If the various local farmers' associations throught the West desire to get a better idea of the burden which they are carrying on account of our land policy it would pay them to make a map of the township in which they live. It is a very easy matter in this country to lay out a chart of a township and to mark the farms that are actually being worked and to show at the same time the quarter-sections and sections that are held by railway companies, land companies, corporations and private individuals. Nearly every township in this country would show more or less land being held out of use for a rise in prices. This land was either acquired as a free grant or was purchased at a very low figure. The farmers that are engaged in tilling the land are also bringing up the value of the vacant land that is scattered throught the township. Every bit of increase in value that has been made in this vacant land has been brought about by the presence and the labor of those who are occupying and working the other land in the township. The owners of the vacant land have no moral right to profit by holding land out of use and the values which have been created by the community should be taxed into the public treasury for the public good. The vacant land curse in this country is crippling development in all directions. If the local associations would make it a point to prepare a chart of their townships and study the situation as it actually prevails in their own community they would see the matter in a much clearer light than they do at the present time.

How should we describe a man who professes great patriotism and love for Great Britain and at the same time either robs the British treasury thru the manufacturing of war munitions or condones the acts of grafters who have perpetrated such acts?



BRITANNIA MARKS THE GRAVE OF KITCHENER AND HER NAVAL HEROES