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DR. R. NEWMAN, Licensed Physician  
286 Fifth Avenue, New York, Desk K-457

## For Our Little Ones

Bedtime Stories.

### THE CHILD AND THE BIRD

By Corinne Gould.

I have a little playmate  
Who lives across the way,  
And every day I call to her—  
These are the words I say:  
"Ma-ry, Ma-ry, Ma-ry,  
Can't you come out to play?"

In the lilac bushes near me  
A catbird comes to stay,  
And when I call to Mary  
He mocks me every day:  
"Ma-ry, Ma-ry, Ma-ry,  
Can't you come out to play?"

I call him by a prettier name—  
"My Northern Mocking-bird."  
And his song to me is sweeter  
Than all others I have heard,  
Because he calls to her for me  
And she understands each word.

My mother cannot hear him,  
But smiles, and shakes her head  
When I bid her stop and listen,  
Then tell me what he said.  
This year he has not come to me—  
Can my mocking-bird be dead?

If the song-birds go to heaven  
And join the angels' lay,  
I know that he will call to her,  
I can almost hear him say:  
"Ma-ry, Ma-ry, Ma-ry,  
Can't you come out to play?"

### MAGIC

One day after Harry and Jane had been hearing stories about witches, they went for a walk in the woods near their home.

"You see," said Harry, "there's a path right through these woods and if we could go this way to school, it would be lots nearer."

"But the witch!" cried Jane, then she laughed and looked ashamed. "Georgie Smith said he saw a—old witch stirring a big, black pot, just as it says in the story and—"

"Now, Jane," said Harry, "you oughter be ashamed to believe such stupid stuff. You know witches are only pretend people, and how could a witch be stirring a big, black pot in the woods when there isn't any stove to set the pot on?"

"Georgie said that the pot was hanging up on the end of a chain over a fire," Jane replied. "Maybe he was just trying to fool me. Anyway, Georgie said he saw the witch and she was just like the witches in the story teacher read us, stirring and stirring a big, black pot full of magic."

"Well, didn't teacher say it was only a story and we weren't supposed to believe it? What's the use walking all that long, round-about way to school when we can take a short cut through the woods? Do stop talking about silly things, Jane," and Harry thought to himself that girls were silly anyway, always scared about something.

They tramped along the little path with bunnies and chipmunks and birds and even a little snake or two, snarled away in front of them.

"Don't you like this Jane?" asked Harry.

"Yes, of course," Jane replied, then she cried, "Oh!" in a different voice and pointed through the trees.

Harry looked, too, and saw a gleam of something burning. They heard a crackle, crackle and smelt smoke! What could it be? They peered through the trees and crept carefully along, and what did they see but a very old lady stirring a big, iron pot, which hung on a chain over a fire. Jane's big, scared, blue eyes opened even wider, and Harry looked uncomfortable, too.

"The witch!" whispered Jane.

"Let's go away!" said Harry, taking his little sister's hand and remembering all the witch stories he had ever heard in his life.

"Hope she can't ride on a broom or anything!"

They were stepping softly away, when a high, cracked voice called: "Who's that?"

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## OUR ORGANISED GRAIN GROWERS

Articles and items under this heading are edited by officials at the Central office of the "Sask. Grain Growers' Ass'n." "The Courier" gladly gives publicity to these articles, as this paper always has been and still is a strong believer in the cause of the organized farmers of the west.

### People Surely Do Want Railroads to Be Nationalized

Farmers' Platform Makes This Quite Clear and Even C.P.R. Must See it.

During his recent visit to Winnipeg, Baron Shaughnessy gave expression to a statement, according to the daily press, which must have appealed to his sense of humor. In discussing the nationalization of railways in Canada, Lord Shaughnessy said: "I should not be an opponent of nationalization if I thought the people really wanted it."

Just as though anything of the kind could really happen, unless the people demanded it. Really, Baron Shaughnessy cannot have lived near to the earth of late if he imagines that the desires of the people of Canada, as expressed by recent legislation to own and operate its own railways, is a fictitious one.

There are few acts which have been placed upon the Dominion statutes during the last few years which have received a more general and unstinted approval than their recent action in deciding to take over the Grand Trunk Pacific western lines and the Canadian Northern railway, and so far as there is any evidence to the contrary the only "kick" which the public has registered is that in their nationalization scheme, the Dominion government has not been able to include the balance of the Grand Trunk interests, and the whole of the Canadian Pacific railway. And the most interesting part of this fact is that no one is more fully aware of this desire on the part of the public than Baron Shaughnessy.

### The Farmers' Platform.

In July, 1917, the Canadian Council of Agriculture issued "The Farmers' Platform," which was approved and adopted by the Saskatchewan Grain Growers' association, the United Farmers of Alberta, the Manitoba Grain Growers' association, and the United Farmers of Ontario.

In this publication, on page 41, under the heading: "The Nationalization of Railways, Telegraphs and Express Companies," is found the following paragraph:

"The Canadian Council of Agriculture is convinced that for the good of the commonwealth and in the interests of economic freedom and justice, all railways, telegraph and express companies in the country should be taken over by the government and operated by it in behalf of the people."

There is no beating about the bush in this declaration of the farmers' platform, which, in plain and unmistakable language, "demands the nationalization of the entire railway system of Canada, for many reasons, which will be clear as the discussion proceeds, but more particularly because of the example set in this regard by many of the most progressive nations in the world."

"In 1913—the year that furnished the most recent data on this problem—there were in the whole world some 690,133 miles of railway. Of this 33 per cent., or 225,712 miles, were owned by various governments. Outside of North America there were in the same year, 385,000 miles of railways, and of this 211,147 miles, or 55 per cent., were owned by governments and 174,000 miles, or 45 per cent., owned by private corporations."

While this is a fairly strong and understandable declaration from one of the most representative movements in Canada, it is quite within the possibility of belief that Baron Shaughnessy is unfamiliar with the farmers' platform. But it is not as easy to believe that he is ignorant of the results of government ownership of railways in the United States.

At the beginning of the present year the United States government

took control of 2,905 railway companies, which owned or operated 397,014 miles of railways and employed 1,700,814 persons.

In the current issue of the "Outlook," there appears an interesting article under the signature of Theodore H. Price, attorney of the United States railroad administration, Washington, who for many years has been a close student and advocate of nationalization.

According to the Outlook article, during the last six months, as a result of consolidating ticket offices and dispensing with freight solicitors, there has been a clear saving in cost of management of \$23,000,000 per year.

Rerouting of freight and dispensing with the old principle of private roads making the longest hauls in order to ship as much as possible over their own roads, has resulted in an extraordinary saving in mileage. Freight from southern California to Ogden has been reduced 201 miles. Freight from Chicago to Sioux City has been shortened enroute 110 miles. Kansas City to Galveston has been reduced from 1,121 miles to 832, or 289 miles. Eighty-nine miles have been cut off in freight shipments between Mason City and Marshalltown, Iowa; 103 miles between Fort Dodge and Chicago; 234 miles between southern California and Kansas City.

During a period of sixty days 9,000 cars were rerouted in a certain western territory, effecting a saving in mileage travelled by each car, representing 1,754,644 car miles.

The elimination of unnecessary passenger trains in territory west of Chicago and Mississippi river represents an aggregate of 21,000,000 miles, which valued at \$1.00 a mile (less than present cost), represents a saving of \$21,000,000. In the eastern district a similar process of elimination has effected another saving of \$26,400,000. According to the published statement of Director-General McAdoo the total unessential passenger train miles which have thus been saved are 47,000,000, representing a saving of \$47,000,000.

Other great economies have been effected by the adoption of Union depots and instead of a dozen trains running out of important cities at the same hour, trains now run from central depots every hour, much to the convenience of the travelling public.

Further economies have been brought about by standardization of cars and engines. In the former class-twelve types are substituted for 2,023 formerly in use; while six types of engines now serve where formerly thirty engines were required.

The humanitarian aspect of the changes is also felt in a salutary way and deserve passing mention. Women railway employees, who are doing the same kind of work as men, receive equal pay; while the color line, whereby negroes were treated little better than slaves, has been eliminated.

### ENORMOUS RISK IN GUARANTEEING SET WHEAT PRICE 1919.

Mr. J. B. Musselman Alludes to Some of the Difficulties in the Way.

Enquiries having been made by Grain Growers' locals throughout the province of Saskatchewan regarding the fixing of wheat prices for 1919, the following correspondence will be of particular interest to grain growers at this time.

Under date of Sept. 12, E. E. Peterman, secretary-treasurer of Hart local, writes: "I am directed by the members of the Hart local to ask if the Saskatchewan Grain Growers' association is taking any steps to have the price of wheat set for 1919, instead of letting the market be thrown open. The members of this association are in favor of having the price set for 1919."

In reply to the above, Mr. J. B. Musselman, central secretary, says:

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The Canadian council of agriculture some six months ago, in appearing before the board of grain supervisors for Canada, asked that the price of wheat for 1918 be fixed and that a minimum be set for the 1919 crop. When asked by the chairman of the board to state, what in the opinion of the council, should be the minimum price to be set for 1919; the council could not see its way to suggest what it ought to be. We were all of one opinion, however, that a minimum assured for 1919 in the spring of 1918 would encourage breaking prairie.

The whole question of the fixing of prices for wheat of a future harvest is exceedingly involved and bristles with problems of the highest moment, both national and international. Quite unavoidably, the Canadian authorities must be guided in considerable measure by the action of the United States authorities in relation to this matter. But I am confident that the authorities in neither country will throw the market for wheat open and out of government control during the continuation of the war.

In considering the question of the government guaranteeing a price for a future crop, it is only fair to bear in mind that the financial risk of such action is infinitely greater if undertaken in Canada than if undertaken in the United States, for the reason that in case of a guaranteed price by the United States government, if a serious loss on wheat exported had to be borne, it would have to be borne only upon a small percentage of the wheat grown and marketed, principally within the country, assuming, of course, that for domestic consumption the price guaranteed to the farmer by the government would have to be paid by the miller.

On the other hand, in the case of a guarantee by the Canadian government, if a heavy loss had to be borne on that portion of our wheat which is exported, it would be a loss on the great bulk of the wheat grown, the price of which would be guaranteed and so great is the peril of a really colossal loss by the Canadian government in the case of such guarantee of future price, that thoughtful men will hesitate before taking the responsibility of stating what price, if any, should be guaranteed for future crops of this essential cereal."

## CHILDREN CRY FOR FLETCHER'S CASTORIA

FIVE AND SIX MAKE FIFTEEN.

An interesting illustration of the way prices are being constantly boosted is shown by the Hamilton Times, which, in a recent issue, suggests: "Matches were selling at six cents a box when the government put on the five-cent tax. Immediately the price rose to fifteen cents. Perhaps the manufacturers thought that five and six made fifteen."

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