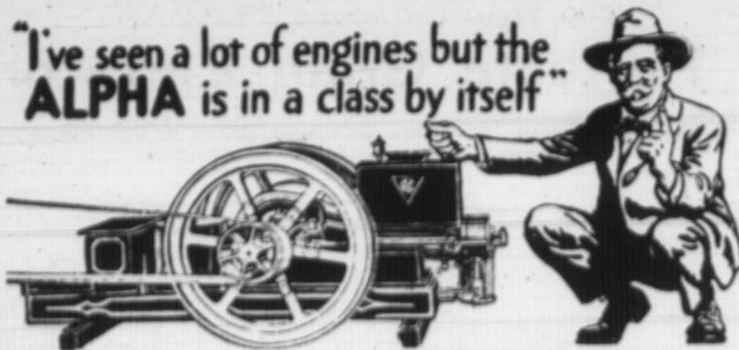


"I've seen a lot of engines but the
ALPHA is in a class by itself"



THE more a man knows about gas engines the stronger is his recommendation of the Alpha. Users of the Alpha who have had lots of engine experience will tell you that the Alpha gives them the most power for the fuel consumed, is the least troublesome to keep in good working order, costs the least for repairs, and that they can always rely on it to give them plenty of steady power when needed.

The fact that the Alpha is not affected by cold weather is one of its good points that is especially appreciated by Canadian users. The speed and fuel consumption of the Alpha are accurately regulated to all loads by the quickest acting and most sensitive governor ever used on a gas engine. There is no waste of fuel and the engine runs steadily under all loads—light, heavy or varying.

The Alpha has no troublesome batteries. It starts and operates on a simple low speed magneto. The entire ignition system is remarkably simple and assures you of a hot, fat spark at all times. You can use either gasoline or kerosene for fuel.

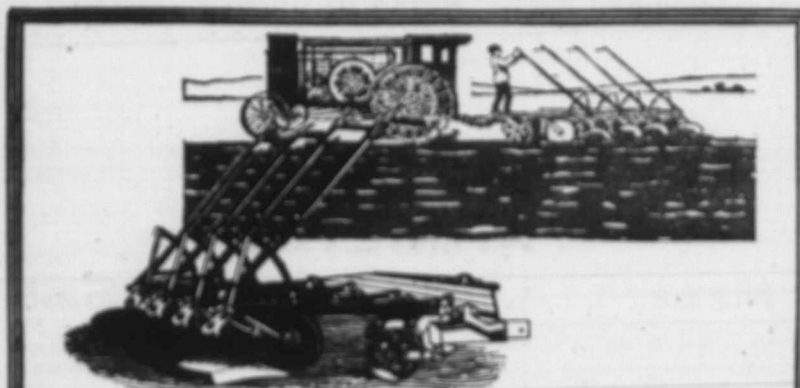
The strong recommendation the Alpha gets from its users is the result of features that you can readily appreciate when you see the engine or illustrations and descriptions in our large catalogue. Send for a copy of this catalogue at once. Read it carefully and you will agree with Alpha users that this engine is in a class by itself, and gives you the most for your money.

Alpha Engines are made in eleven sizes—2 to 28 H.P.
Each furnished in stationary, semi-portable, or portable style, with hopper or tank cooled cylinder.

DE LAVAL DAIRY SUPPLY CO., Ltd.

LARGEST MANUFACTURERS OF DAIRY SUPPLIES IN CANADA.
Sole distributors in Canada of the famous De Laval Cream Separators
Manufacturers of Ideal Green Feed Silos. Catalogues of any of
our lines mailed upon request.

MONTREAL PETERBORO WINNIPEG VANCOUVER



Good Seed Beds Made with Oliver Plows

THAT farmer is wise who does well the only thing he can do to produce a bumper grain crop. The farmer controls the seed bed. He can make it what he will—deep or shallow, fine or coarse, favorable or unfavorable to the growth of the seed. That much of the preparation for the crop is in his hands. The balance Nature controls.

Seed-bed preparation means, largely, plowing. For work so important, what farmer would stint on the plow he buys? Good work and the most of it each day is the important item. An Oliver plow assures good work and plenty of it.

The Oliver is a full plow line and includes tractor gangs, riding gangs, sulkies, and walking plows. Tractor gangs are made up of four, five, and six-base sections, enabling you to use a gang with any desired number of bottoms. The sulky and gang plows are so built that you can work four horses abreast with no horse walking on the plowed ground.

Oliver plows are sold in Canada by the I H C local agents, who will show you the line. If not convenient to see the local agent, write the nearest branch house.

International Harvester Company of Canada, Ltd.

BRANCH HOUSES

At Brandon, Calgary, Edmonton, Estevan, Hamilton, Lethbridge, London, Montreal,
St. Catharines, Ottawa, Quebec, Regina, Saskatoon, St. John, Winnipeg, Yorkton

WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

The Railway Problem

Article X.—Fallacy of "Competition" and what it is costing Canada—The
Bogies raised against State Ownership

By E. B. Biggar

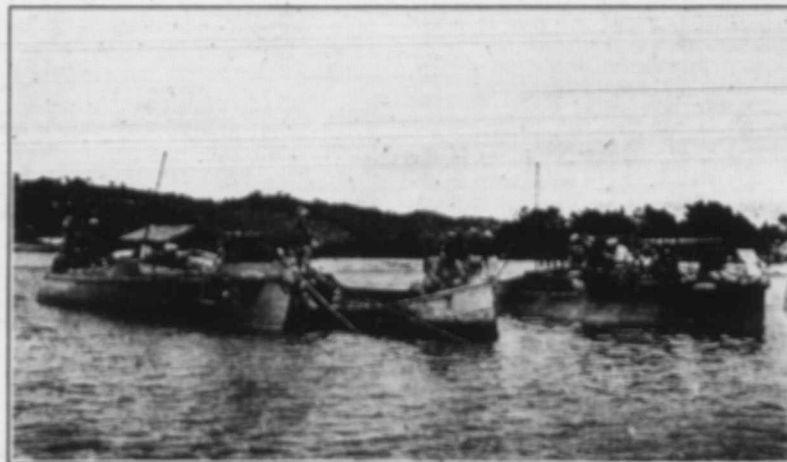
The partisans of private ownership insinuate that the people of foreign countries and other British dominions have a moral status that would make state ownership unsafe for such a venture in Canada. This parental solicitude sounds well on the lips of those who have done so much to control the legislatures of this country for their moral uplift. But are Canadians who have in all these years administered their postal, customs, trade and commerce, inland revenue, public education and other public services with fair honesty and efficiency, willing to admit that individually they are less honest in purpose, less public spirited, or that as a nation they are utterly incapable of doing that which has been done since the first introduction of railways by the people of Australia, New Zealand, South Africa and India? The doubt implied by the question is an insult in itself, and that such a reflection can be made by the lags of private railway interests, and retailed in public by their friends, shows the extent to which these corrupting influences have broken down our national self respect and faith in our own capacity.

Then there is the argument that the financial transactions involved in state

keep the railways in operation, from what source would a private railway derive its sustenance? As a matter of finance railways are not bought from the private owners by cash, but by the transfer of the securities to the nation on whose credit these securities are based.

Duplication in Ontario

There is one feature of private ownership which operates with peculiar injustice in a country like Canada, which is a land of great but undeveloped natural resources and vast areas of unoccupied land. The problem is to develop these resources and people these lands in the best and most economical way. This cannot be done without railway service within practicable hauling distance for the colonist. The first principle of a national railway policy would be to spread this railway service over as wide an area as possible for each line, just as the arteries of the human body are distributed to every organ and every set of muscles. But what has been the policy of private ownership as shown on the map of Canada? Take, for example, the strip of country between Toronto and Montreal. Here we find three lines owned by three



REMARKABLE BRITISH EXPEDITIONARY FORCE

The British Naval Expedition which consisted of 27 officers and men taking with them two armed motor boats and sent to Central Africa to clear the Germans off Lake Tanganyika, was the smallest expeditionary force which was sent against the enemy during the war. No expedition has ever travelled so far to engage the enemy as this one did and no previous expedition had utilized so many methods of transport as this did. Excepting air, every known method of transport was called into use before the lake was reached. After reaching Cape Town by steamer, the expedition and its motor boats travelled by rail to Fungurume, a distance of 2,448 miles. The expedition left Fungurume for their 140 miles trek to Sandaka. At Sandaka the party went by rail to Bismar, a distance of 18 miles. At Bismar the expedition travelled to Kibale on the River Luabala, a voyage of 250 miles. On arrival here the journey was continued by rail to Lake Tanganyika. The two armed motor boats which were named "Mimi" and "Tutu" captured the German gun boat "Kikundi" and chased and sunk the German gun boat "Von Whisman," a brilliant accomplishment which upheld the finest traditions of the British Navy. The photo shows "Mimi" and "Tutu" preparing for action.

ownership are too colossal to think of. This is the bogey raised in every case where conversion from private to public ownership has been proposed. But it is answered by the logic of accomplished facts, and those facts show that there is not a case in the world where, once the decision was taken to nationalize the railways, the money has not been found; and in most cases at a lower rate of interest than had been obtained by private companies. This follows from two or three considerations which any plain man can understand without pretending to a knowledge of financial technicalities. As the whole is greater than any one of its parts, so the credit of a whole nation is greater than that of any one of its interests or elements. The revenues on which a private railway's finances are based are not evolved by some self-creating process within the railway itself, but are all drawn from tariffs or rates imposed upon and paid by the general population, as before proved. Now, if any private railway or number of railways can furnish the capital and credit to maintain a department of the physical assets of a country, much more can the whole nation, which owns all the departments of assets and all the material resources of whatever kind, sustain the capital and credit of the railways. If the combined resources and traffic of all the people could not

different companies, each with trains leaving each city about the same hours of the day, and for many miles running within a few hundred yards of each other; and altho the C.P.R. and the C.N.R. were each built to bring the blessing of "competition" to the people, the rates of all three lines remain what they were when there was only the Grand Trunk between the two cities. In fact, the rates are actually at a higher average, as the Grand Trunk, since it has had "competition," has withdrawn the second class fares which it was bound by law under its charter to give between Montreal and Toronto. The result of this is that there is no reduction of fares, the whole Dominion pays three expropriated rights of way, three sets of stations en route, three sets of employees of all classes—not to mention three sets of the adjuncts of express service owned by each company; and three terminals in Montreal, involving in the case of the C.N.R. a needless tunnel thru Mount Royal at an expense of some millions of dollars.

Suppose we apply this theory of economy to the postal work and, dividing this strip of territory into three competing services between Montreal and Toronto, establish three sets of post offices with separate buildings and office staffs in each city, town and village, including three battalions of let-