

Barrett Money Savers for Farmers

MADE IN CANADA

It's the Little Things that Count

A TINY score makes the mighty oak with its numerous uses for man. Noble buildings result from placing small stones or bricks one on top of another. It's the little things that count in life. It's attention to details that means success.

Right now, around your home and farm, there are little things that you would be too wise to neglect if they were called to your attention. Read the seven short paragraphs on this page. They may mean the difference between the profit and loss.



CREONOID—Real economy consists of getting a product that is cheap to start with and lasts a long time. Such is Creonoid, the famous lice destroyer and cow spray. With this wonderful product you have care-free live stock.

And you know the importance of this. A little on the woodwork of the henhouse will drive away mites. Use it in the piggery and stable. It means healthy live stock; more eggs from your hens; more milk from your cows; more flesh from your porkers. You need Creonoid. It's animal insurance.

EVERLASTIC ROOFING

—You don't know the real value of a good ready roofing until you've seen Everlastic. No better "rubber roofing" made at anything like the price. It means insurance against leaks and protection against the weather. Everlastic presents to the weather a tough well built surface that wears wonderfully. And it's easily laid without skilled labor. Before you pay more and get less, try Everlastic on your next roofing job. You will find it a great comfort.



AMATTITE—Just think of a ready roofing that greatly improves a building's appearance and doesn't need painting. That's Amattite. Then consider that Amattite is not high priced in spite of its fame and fitness. Once you have seen this roofing you will want it for all your steep roofs and sidings. Each roll of Amattite covers 100 square feet allowing a 3 inch lap. Send for sample.

EVERJET—Everjet Elastic Paint is the best carbon paint ever made. It will add to the life of any felt or metal roof. And its glossy, permanent black surface adds beauty. It will keep your roofs watertight and wear-proof. Your farm implements will also last longer if you keep them painted. You need Everjet to "keep things up".



ELASTIGUM—Get a can of Elastigum and watch the annoyance and expense of little repairs vanish. Elastigum is a tough, adhesive, elastic cement. It seals leaks, joins or relines gutters, fixes imperfect joints, stuffs cornices, refashions chimneys. And it makes all these things permanently sound. Adheres to wood or metal and is waterproof. It is cheap and easy to use, being applied with a trowel. Handy in a hundred different places.

CARBONOL—Chemistry cannot make a more widely useful or more effective disinfectant than Carbonol. It has a thousand uses in every home and is invaluable to farmers. When you clean house, a little Carbonol in the water will kill germs and odors. If you cut yourself, Carbonol solution will heal the cut and prevent blood poisoning. Use it in the sick room to prevent contagion. Sprinkle garbage pails with it. Disagreeable odors as well as flies will disappear. Carbonol is carbolic acid minus the danger. You can't afford to be without it.



WOOD PRESERVATIVE—Here's the first chance for you to use the wonderful preservative qualities of Creosote without the difficult, expensive closed-cylinder method of applying it. Grade-One Creosote Oil is a boon to the average landowner because it can be applied by spraying, brushing or dipping. It penetrates deeper than any other. It is permanent. It destroys fungi, keeps out moisture and prevents rot. You can make cheap fence posts and woodwork last 20 years. Let us tell you how.

Sold by good dealers everywhere. Send for new "Money Saver" Booklet.

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MONTREAL TORONTO WINNIPEG VANCOUVER
THE CARRUTTE-PATERSON MANUFACTURING CO., LIMITED
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LUMBER SHINGLES

We have a complete stock on hand, ensuring prompt shipment, for that Barn, Silo, Church, House, Well Curbing or Granary. If your requirements are not a carload, club together with your neighbors.

REMEMBER! We cater to particular people with our High Grade Lumber. It costs no more. We will give you a delivered price on your bill of materials to any point.

FARMERS' SAWMILL AND SHINGLE CO.

P.O. Drawer 870 - VANCOUVER, B.C.

WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

The Railway Problem

Article I.—How the railways affect every citizen

By E. B. Biggar

What is a railway? A railway may be defined as the successor in modern civilized life of the public highway. Many decisions of courts in many countries confirm this definition. But even tho no court had ever so defined a railway, nothing could alter the fact that the railway is to the public of this generation what the highway was to past generations. The public highway was the means by which the people of a country communicated with each other and the channel by which they shipped their goods for sale or exchange. The railway fulfils precisely the same function now which the high road did in former times, and it is related to the life of the whole community in the same way. It gives a much swifter communication and carries vastly greater traffic, and its conveyances run on a metal track instead of a paved roadway. But these points make no difference in its nature and purpose; they only make its service of more essential importance to the country and more intimately related to the daily wants of all the people. The highways being for the common benefit, have from time immemorial been subject to government and to public law.

Are the railways also subject to government and public law? In theory they are, because no private railway company can exercise its powers as a public carrier till it obtains a charter from the government. But in practice a railway company exercises powers of "eminent domain" (the right of taking possession of private property, etc.) and all its work being of an essentially public nature, we find by sad experience that, as the railway controls the economic life of a country, government itself tends to pass into the hands of the men to whom these powers of sovereignty are entrusted. And since the avowed purpose of a railway under private control is not purely the conduct of its communications for public service, but for a financial profit on their operation, the natural desire of those who hold the franchise is to influence legislation in order to retain their powers and profits.

People and Railways

The true relation of the railways to the people may be set forth in the following propositions:

First—The railways of a country are the main highways of a country.

Second—There is no source of revenue for a railway other than the rates imposed upon the people for the carrying of their persons and their goods.

Third—This revenue is raised not from any hidden fountain of wealth within the railway itself, but from the earnings of the people whose labor and money furnish the traffic.

Fourth—By the division of labor in modern civilized life, everyone who earns or spends money contributes directly or indirectly to the cost of transportation, and this cost enters into every article used by every citizen.

Fifth—The maintenance of a nation's means of communication is a function of sovereignty and since all the people contribute to their cost, railway rates are a national tax; and in the more highly civilized countries they are the largest element of all forms of taxation.

From these premises conclusions are to be drawn of the highest importance to the economic life and to the government of the country. One is that all revenues raised from railways in excess of the cost of building, operating and maintaining them are a super-tax on the people whose earnings create the traffic. Another is that any diversion of these super-taxes from the public service to the use of private individuals is a violation of the principle of representative government, under which all taxes are subject to the control of and are to be used for the people who pay them. Another is that the railways being the country's main highways and their operation a function of sovereign power, the people thru their government should own and control them, and should direct the national railway policy; the more so since all railway

revenues, whether in excess of the cost of conducting them or not, are derived from the labors of the people applied to the natural resources of the country.

One other deduction from these premises, as will appear from a study of the political history of this country and the United States, is that of all the causes of corruption in the public affairs of these two countries, the private ownership of the nation's railways is chiefest and most dangerous. This corruption grows naturally out of the surrendering into private hands of such an important function of government with enormous taxing powers but without direct accountability to the people who pay taxes.

Railway Rates Are Taxes

The railway rates, whether for passengers or freight, are taxes that will be evident from a little consideration. The words "rates," "tariffs" and "tolls" all signify taxes in their ordinary meaning. But if the ordinary meaning of these words could be perverted into something quite different, we would still be faced with the truth behind the word. That truth is that in civilized life no one can purchase or use the simplest article related to his food and clothing or to his dwelling or mental needs without paying tribute to transportation. And if we follow back to their beginning the various movements and acts of industry required to complete an article of common necessity, we will find that transportation in these acts really makes up the chief element in the final cost of the article as we buy it.

Let us take two examples. A daily paper can be bought for a cent or so, but what a system of transport has to be set in motion before we can possess the paper. We have to begin with the tree in the forest, for without the tree we cannot get the pulp from which the white paper is made. And we cannot commence to take the tree out of the woods without axes, saws and other implements, harness and vehicles, and the use of these implements takes us back by another road to the various mines of coal, iron and other minerals, each involving their own separate series of industries leading up at last to the finished articles with which we began on the tree, and which, without the services of a railway, could not themselves have been brought into existence. The wood having been conveyed to the pulp mill and ground into pulp, it is sent to the paper mill but before it has gone to the paper machines it has to be mixed with a certain proportion of chemically made pulp to give it strength, and the production of this chemical pulp carries us back again to other railway services involving the traversing of continents and oceans to seek the raw materials from which the chemicals are made, the chemical industries themselves being an endless chain of complicated processes requiring an immense range of transportation services reaching to distant parts of the world. The paper mill outfit comprises not only iron and steel in various forms, but brass, copper, zinc, bronze, lead, aluminum and other metals, each of which requires rail transportation from the mine to the location of industries that work it up to the finished article. And last of all, the rolls of white paper must find their way to the newspaper office by rail, and then, when printed, must depend for their distribution by rail to their readers in a hundred or a thousand towns and villages. Even in the city of publication, mechanical transport that depends upon the railway for its construction must be used. Thus continents must be traversed by rail, and that many times over, before a person can get his cent's worth of news.

Railways and Shoes

A pair of boots will serve for the other example. Before the era of railways the shoemaker of a village might be a barber and repair clothing, and the whole village might be almost self-supporting and self-contained, but the railway has revolutionized the shoe industry. It begins as before on the farm