

ads. There is no reason why the people of Canada should support them by subsidies or other grants and least of all by freight increases, the most Prussianized method of all, and then soak themselves five, ten or twenty years hence by having to pay greatly enhanced prices for the property, for ultimately these roads must be nationalized. The most expert body of railway opinion the government could collect in a majority report favored nationalizing the roads. Now the government could do less under the circumstances would be difficult to see.

In Great Britain where war broke out there was instituted a system of national service through a central board of experienced railroad managers. Useless duplication of railway energy was largely eliminated and greater efficiency secured. United States is recently instituting a very similar system shows it is alive to securing the maximum service from its roads. Even express companies have been put under a similar system of co-operative management in United States. But not so in Canada. Clearly our railway situation needs clearing up, but not in the way the defunct roads wish. When the board refuses this application the whole question will be up to parliament and it can only be dealt with in a broad national way.

STILL EXEMPTS WEALTH

The conscription bill has pretty nearly completed its course through the House of Commons. It is very complete and very drastic. The young men of Canada will be called to the colors and sent to France to strengthen the Canadian army in the field, but so far there has been no action by the government towards the commandeering, conscripting or taxing of the wealth of the people. The profiteers are still allowed to gouge the public and fill their pockets in

our hour of national agony. One by one they are being honored by titles and called to high positions by the government, but still the gouging goes on. A graduated income tax should long ago have been in force in Canada as well as a heavy inheritance tax and tax on land values and a surtax on idle land held out of use. If the present government does not rise to meet the necessities of the hour, it will be forced to give way to a government that will fulfill the national demand for conscription of wealth.

BIG BUSINESS OPPRESSION

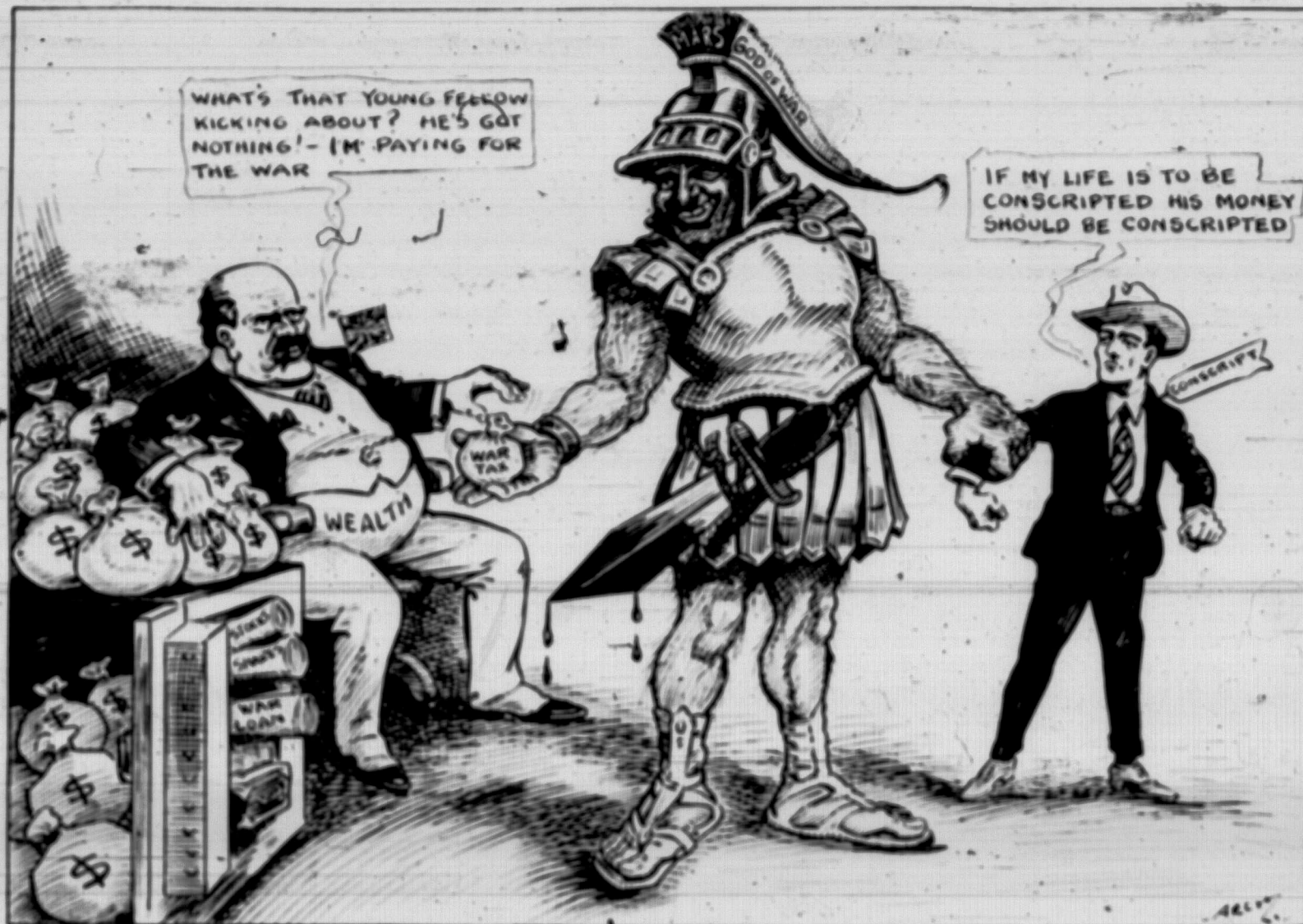
In North Dakota the privileged interests and big business politicians have determined to drive Dr. Ladd and Prof. Bolley out of the Agricultural College. Dr. Ladd, by his long and exhaustive analysis of the milling qualities of wheat, has shown that the big milling interests have been skinning the public for many years. Prof. Bolley has aroused the antagonism of the financial interests by showing the farmers the economic handicaps under which they are laboring through unfair legislation. These are two of the foremost agricultural authorities on the continent. They have done remarkable work towards improving agricultural conditions, not only in their own state but all over the north-western states. The organized farmers of North Dakota are strongly in support of Ladd and Bolley and it will be a fight to a finish. The moneyed interests do not want plain talk from the institutions of learning. We have an example of it in the discharge of Dr. Bland from the teaching staff of Wesley College, Winnipeg. Democracy must be on the alert to prevent the muzzling of our educational institutions.

The title business in Great Britain is be-

ginning to get on the nerves of the British people themselves. It has been admitted by such a journal as The London Times that many of the big titles are purchased by contributions to the campaign fund. One man bought a peerage for \$500,000. It would be interesting to know whether our Canadian peers paid anything for their coronets, and if so, how much. For some unaccountable reason the authorities in Great Britain think they are binding Canada closer to the Motherland by the distribution of these tin-pot titles in this country. If the King knew what the Canadian people generally think about these titles he wouldn't send any more over here.

The bituminous coal mine operators in the United States have agreed to make a voluntary reduction in prices, ranging from \$1.00 to \$5.00 a ton, with an additional 50 per cent reduction on government purchases. This will save to the consuming public of the U.S. in bituminous coal alone \$200,000,000 per year. This reduction was made voluntarily, but not until the government had called the coal barons together and told them to get busy before the government found it necessary to take action. The anthracite coal operators are being called together for a little heart to heart talk with the government also. The U.S. government seems to have some backbone.

The new conscription bill is not likely to make heavy demands upon the farm population. It is admitted by every authority that food is now as great an essential as men. The food can come only from the farm. If the farms are depleted of their man-power there will be a reduction in the food produced.



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