

**BACK TO THE LAND.**

The Government does for the Soldier Settler.

The idea as to the extent of help government is offering returned soldiers settling on the land is given recent statement by the Soldiers' Settlement Board, Ottawa. The Government supervises every dollar of the loan made to the men. The rules are followed regarding purchases that may be made. The Soldiers' Settlement Board has determined that a man is not permitted to purchase a farm as that phase of farming is upon a skill of operations that would be the capacity of a man as a pioneer. That is someone which he could reach later on, were permitted any infraction of rule the Government would engage upon payment and bring men upon work that they could not cope with.

It is also planned upon the land that may be paid for horses, and has succeeded in effecting agreements with the producers of goods that the soldier will be paid for out of his money, which is a great advantage to the soldier.

The first place arrangements have been effected with all the principal manufacturers of agricultural implements, whereby the manufacturer use their organization for the sale of implements as the soldier chooses, and they get them to the soldier at the wholesale price. In addition to that the factories pay the cost of dispatch, paying their agents a special commission for handling the goods. The soldier pays nothing but the ordinary bulk freight handling charges, a still better benefit has been made.

The saving which the settler on harness amounts to 30 per cent of the retail price. It is even more than the wholesale price. Payment is made through the board, to the fact that there were considerable stocks of harness on hand, an especially advantageous arrangement was made.

Wholesale price is secured for the soldier for his hardware. He gets it where he likes, paying the cash price. The settler has the wholesale cash price also in lumber. They do not charge him less than carloads, in which they get the mill price. The same arrangements have been effected as for other commodities. The total saving as a result is a most substantial sum.

**Saving the Elk.**

Recent act of the Saskatchewan legislature has established an independent commission for the elk or bison. This animal is now permanently protected throughout its range in Canada. This result has been achieved by the continued action of an ever increasing circle of conservationists who take a keen interest in the conservation of our wild life.

A conference of these interested parties has been held from time to time and their recommendations have been gradually adopted by the provincial legislatures. More than these conferences have done to arouse and increase public interest.

Elk or wapiti, one of the largest North American fauna, once nearly the entire continent, but has become so greatly reduced that a few scattered bands along the Rockies between Colorado and the Hudson river and some isolated bands in the forests of northern Alberta and Saskatchewan comprise the entire wild elk left in America.

Though now almost exclusively in forests, the wapiti, which is finally an animal of the open and park-like regions, is dependent, therefore, upon and weed range for its food. This peculiarity introduces an important element into the problem of its conservation, as the animal is obliged to expose itself more and more to the open, where hunters come out into the open, and only very rarely are taken at once will save him from extinction.

**Bolts From the Blue.**

Specimens of indicated great age and conspicuous by their absence from museum collections, and it is noted that such specimens may be found and disappear from the shelves within a relatively short time.

The British Museum, however, has acquired a slice of somewhat of a pound from a meteoric stone that is believed to represent an iron meteorite. The slice is from one of the similar masses that were found in January, 1905, within a few miles of Dawson, Klondike, and that their position deep in the oldest rocks of the district, are thought to have rested there since the time of their fall.

In his study of the original specimens in the Museum of the Geological Survey at Ottawa, R. A. A. has concluded that they are of a single meteoric shower of very time.

**Ontario's Record.**

War expenditures of the Ontario Government for five years are being reviewed. When everything is taken from the establishment and maintenance of the Ontario Military at Orpington to the grant of home gardens movement, it reaches the handsome figure of \$592. To the Patriotic Fund of Ontario gave \$21,079. The half of the contribution of funds to the British Red Cross, and the Y.M.C.A., \$851,000; the Navy League, for the support of mercantile seamen, \$1,000. The enlistments from Ontario \$13,191, or 43 per cent of the enrollment, though the province has only a little more than one of the Canadian people.

Now sold in a new waxed lead package — a great improvement over the old lead package

# RED ROSE

## TEA is good tea

Sold only in sealed packages

**Every Day in the Week**

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14

**Toronto-Vancouver**  
(Both Ways)

Departing SUNDAY, OCTOBER 24th, leaving  
**TORONTO**  
UNION STATION  
**9.15 P.M.**  
DAILY

**BEST INSURANCE EQUIPMENT**  
Standard Shipping, Dining, Tourist and Colonist Cars. First-class Day Coach. Parlor Car through the Rockies.

Sunday, Monday, Wednesday, Friday  
Canadian National of the way.  
Tuesday, Thursday, Saturday  
By U.S.R., North Bay, Guelph, and Canadian National.

Further information from Canadian National Travel Agents or  
GENERAL PASSENGER DEPARTMENT, TORONTO

**Canadian National Railways**

**STRENGTHENS THE HEART**  
BY PURIFYING THE BLOOD STREAM

**If You Have High Blood Pressure You must be Careful!**

When the Blood Pressure is much above normal, there is always the danger of the rupture of a blood vessel, most frequently in the Brain producing a stroke, or in the Kidneys, producing Bright's Disease. Don't worry about it, just be careful and guard against over-exertion and excitement, take—

**Hacking's Heart and Nerve Remedy**  
to quiet and soothe the Nerve, to dissolve that clay-like substance that forms in the Veins and Arteries and to increase your Strength and Vitality so that you can better fortify your body against disease and trouble.

Better get a few boxes now, when you think of it. Price 50c a box, 6 for \$2.50. Sold by all dealers or by mail post paid. **BWARE OF CONSTITUTION.** You can drive out the evil poisons caused by constipation by using **HACKING'S KIDNEY AND LIVER PILLS.** (Price 25c, 6 for \$1.) These two medicines go well-together and bring great harmony in the body. Be sure you get **HACKING'S** as no other kind or combination will be so successful.

**HACKING'S LIMITED**  
Listowel, Ont.

**HACKING'S**  
**HEART AND NERVE REMEDY**



The Prince with Cow-Girl Friend at Saskatoon

**RAILWAYS IN CANADA**

THEY HAVE COST THE HUGE SUM OF \$2,200,000,000.

The Government and the People Have Contributed Enormous Amounts of Cash. Not to Mention \$4,000,000 Acres of Land. Much of It Very Valuable—Roughly Are Now Probably Worth \$3,000,000,000.

THE people of Canada have a two-fold interest in the monetary aspect of the railway problem. In the first place, they contributed largely to the construction of all roads undertaken after 1880; and, in the second place, they have guaranteed a considerable measure of the capital liability now outstanding. It will be well to have clearly in mind the extent and character of these contributions. Before going into the facts in that regard, however, it should not be forgotten that a good case could be made out for the setting up of a third claim—a claim which is very real and, in the final reckoning, may be recognized as rising above the other two.

The money which operates the railways, pays their fixed charges, and provides for dividends, comes out of the pockets of the whole people. Directly or indirectly, in the form of Grain Growers' Guide, J. L. Payne says: The transportation tax not only ranks first in the order of volume, but it is unquestionably the most generally distributed of all the imposts borne by the people at large. When allusion is made in the ordinary course to taxes, the mind of the average man at once turns to customs duties or to municipal rates. To these has recently been added the income tax, which still bears the freshness of novelty, but with which he is likely to become fairly familiar before he has seen the end of it. If he thinks of all of the levy arising out of transportation tolls he is apt to assume that it falls only upon those who happen to pay freight bills. Not so. In the cost of practically everything he buys—his food, clothing, home furnishings, and so on—is covered by this insidious transportation tax. It is there, and by no means can he escape paying it, however skillfully it may be camouflaged. Indeed, it is somewhat more serious than that, as will be made plain at once.

In 1917, the last year for which the facts are at the moment available, the freight bill of the people of Canada was \$213,000,000. That was for railway carriage only. The charges for transportation by water were unknown—although I hope the time is near at hand when the whole business of carriers by water will be brought under a sound and comprehensive statistical system. To the railway charges might properly be added \$12,000,000 for express tolls, bringing the total up to \$225,000,000. That would be equal to 430 million round figures for every man, woman and child in the Dominion.

Customs duties in 1917 came well under \$150,000,000. Incidence of the tax, quite unavoidably includes the elements of the duties on raw materials and others charge on the primary cost of their goods. That is to say, the freight bill is added, and on the top of that is placed the usual rate of profit. Making due allowance for exceptions, that rate would not be more than 25 per cent; so that our transportation tax at present amounts up to \$300,000,000, or \$37.50 per capita. This is surely a very substantial reason for popular interest in our vast system of railways. Exact figures showing original cost of the railways are not to be had. In this regard, the driver's back on the official statement of existing liabilities, showing stocks and bonds. The facts in that regard are as follows:—

Stocks	\$872,829,933
Debentures (C.P.R.)	216,284,882
Bonds	896,005,116
Total	\$1,985,119,991

To aid the construction of railways in Canada the following cash subventions, loans, etc., were made:—

By the Dominion	\$185,493,914
By the Provinces	37,437,395
By municipalities	17,914,836
Total	\$240,846,145

The loans were not large as a whole. Many of them were repaid and are not included in the foregoing statement. One of the largest loans was made away back in the late fifties to the Grand Trunk. It amounted to \$15,000,000. This pioneer company got no other aid from the public treasury, and has neither paid back the principal nor interest thereon. Interest rates were pretty high in those early days, and it is astounding to realize that the debt, at six per cent, compounded, now amounts to \$495,000,000, or more than the total cost of the whole Grand Trunk system.

We must now go one step farther and add the cost of Government railways, the account for which in 1917 stood as follows:—

Intercolonial	\$121,118,667
Nat. Transcontinental	163,797,784
Prince Edward Island	11,459,026
T. & N. O.	20,737,832
N. B. Coal and Railway	1,936,600
Total	\$319,049,909

Bringing the foregoing accounts together, the final statement would be:—

Cost to orig. builders	\$1,440,609,589
Subsidies, etc.	240,846,145
Government lines	319,049,909
Total	\$2,000,505,643

The last two accounts, having an aggregate of \$559,896,554, would represent the public contribution to our railway interests. That is unquestionably a large amount; but it

happens not to be all. The Dominion Government also gave, by way of aid, \$4,000,000 acres of land. No one may put this great figure down. The facts are not available. The 1917 statements of the Canadian Pacific, however, showed that the company had received \$85,000,000 from the Government for irrigated farms, on which a considerable expenditure had taken place. The balance belongs to subsidy account. The company still holds several million acres, the immediate value of which is unknown. So as not to complicate the statement with respect to the public contribution by including purely hypothetical figures, the value of land grants is wholly eliminated.

Then come the guarantees. The first guarantee by the Dominion was in 1913, for the relatively moderate principal of \$1,923,287, with interest at three per cent, for fifty years. The Canadian Northern was then established. About that time, or possibly a little earlier, the Western Provinces began to endorse for the same company. The movement became infectious, and last year the account for guarantees stood as follows:—

By the Dominion	\$189,664,539
By the Provinces	217,425,525
Total	\$407,092,064

The Canadian Northern and Grand Trunk Pacific, the chief beneficiaries, could not meet their fixed charges. The provinces were unable to put up the money. The Dominion had to step into the breach. It took \$90,000,000 in 1914 and 1915 to meet these calls, and in 1918 the Government was compelled to take over the Canadian Northern.

It has been said that practically all of the larger railways are liable to show their expenditures on capital account. The facts in that regard for four of the principal roads are as follows:—

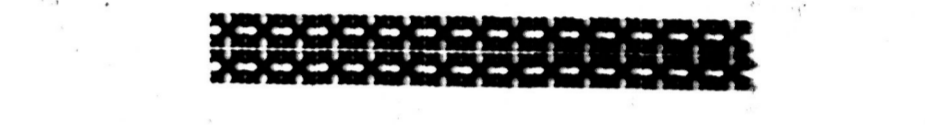
Canadian Pacific	\$372,045,639
Grand Trunk	424,169,310
Canadian Northern	516,851,227
Grand Trunk Pacific	167,389,537
Total	\$1,480,462,763

This total, of course, includes the public contribution, and also expenditures made out of revenue. In the case of the Canadian Pacific, it embraces premiums secured on the sale of common stock at a time of great buoyancy. It is worth remembering, however, that the figures of the Canadian Northern, as given above, were reduced in the Drayton-Acworth report by \$100,000,000, on account of construction of profits. The aggregate for four roads, representing less than 29,000 miles, suggests that the full account of cost for all railways of the Dominion would not fall far short of \$2,200,000,000. I do not care to guess at present value, although I am convinced it could not fall below \$3,000,000,000.

**An Advertisement**

**Addressed to the People of Norfolk, Haldimand and Brant**

By the H. S. Falls Co. of Simcoe  
One of Canada's Best Stores



This is a message born of success. Falls Store, is perhaps, with very few exceptions, as well known as any single store in Canada.

FALLS' of Simcoe, is more than a purely local institution and has been for a number of years.

It has been deservedly called, time and time again, "One of Canada's Best Stores." It has, for years, been doing things a little better than most stores; it has sought to lead in service; its ambitions, its ideals, have been of a very far reaching sort.

During recent years the Falls Store has drawn a goodly share of its patronage living very far away from Simcoe. These people, many of them, first came to Falls' for things which their regular trading place could not supply as they wished; later they returned or sent for other things. Usually they have continued to come or send, finding the service here, the merchandise, the prices, the very atmosphere of the place, a little more to their liking than anywhere else.

Gradually, with ever-growing momentum, the Falls Store has developed a business quite equal to many pretentious city stores.

And why not. This is an unusual sort of store. We have always striven to render a superior brand of service to our patrons; we have schooled ourselves in patience. We have primed ourselves with knowledge regarding our merchandise.

We have tried to be DIFFIDENT. We have searched the markets for the kind of merchandise we believe people want. Being associated with several large concerns in Canada we have purchased in large enough quantities to assure our patrons adequate assortments from which to choose.

No, we have not glossed over anything. We have not been headlong; we have made progress slowly—always upward and onward. We fell that we have succeeded THOROUGHLY.

In service we elected to be second to NONE. We have eliminated waste effort, useless fol-de-rols, and unnecessary motion, and have thereby reduced our service in all departments to a sound and satisfactory basis from the viewpoint of the customer.

In the matter of price, we are as low or lower, than many of the Stores in Canada.

So you see, you must admit in all frankness, the Falls' Store of Simcoe is well able to take its place side by side with mercantile institutions in the large centres, and hold its own, moreover.

Next time you are in or near Simcoe please accept this our sincere wish, and very cordial invitation to visit FALLS' Store.

**H. S. FALLS**  
COMPANY, OF SIMCOE, LTD.