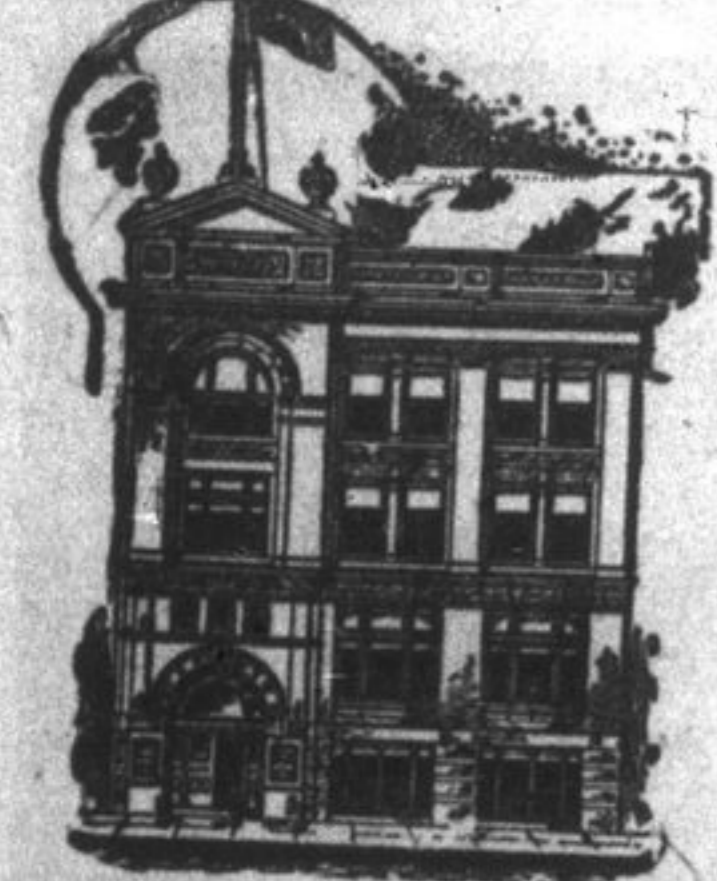


THE BRITISH WHIG 80TH YEAR.



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We are now told that good roads will bring down the cost of living. Therefore we are in favor of good roads with both hands up.

The latest tribute being paid to Canada is because of the part played by its scientists in winning the war. Truly we will never reach an end of Canada's list of war activities.

The name of New South Wales, one of the states of Australia, appears as a signatory to the league covenant. Then why not that of Ontario, which occupies the same status?

The veterans do not favor the erection of monuments of bronze or stone as memorials for those who fell in the war. They want something which will be useful as well as ornamental.

The call for women to help in farm work is again being sent out. Although the war against the Hun is now over the war against the high cost of living is still going on as bitterly as ever.

The girls of the Y.W.C.A. have made preparations for their summer camp. One of their great needs is for a boat to transport them and their supplies to and from the city. Will anyone oblige?

Refusal of the Germans to sign the peace treaty would, of course, mean a renewal of the war, but it is not at all likely that such an event will happen now that the Germans are so badly crippled.

The lumber merchants in the west are giving returned soldiers lumber for building purposes at wholesale prices. It is a sure thing that Kingston's lumber merchants will not follow their example.

Canada has been so very successful in dealing with her tuberculous army men that the Canadian system will, in many particulars, be followed by the federal board with men of the United States forces.

The hopes of the Germans are rising as Wilson insists upon Italy obeying his fourteen points. But they will fall again when she finds that the German people will have to accept the points whether they like it or not.

At a Socialist gathering in St. Catharines the audience made a scramble for the door when the pianist played "God Save the King." If the magistrates of that city are on to their jobs, there will not be another such gathering.

The Toronto Times objects to getting the official announcements of the Peace Conference in a second-hand way through Washington instead of direct from Ottawa or London. As the British Empire has done so much in the war that objection seems to be a just one.

The Acton Free Press suggests that every property owner should be compelled to supply the assessment department with a sworn statement of the price at which he would sell his property, that price to be used for assessment purposes. This would work advantageously in two ways. It would increase the revenue and would also lower the sell-

ing prices of houses to something like their real value.

The Toronto city council has passed a by-law stating that no contract for the construction of any work on public highways undertaken by the city, shall be awarded to any person or company unless they were bona-fide residents or rate-payers in the Dominion of Canada continuously since 1914, or who are British born or naturalized British subjects. That is carrying the slogan of "Canada for the Canadians" to the limit.

JUSTICE FOR GERMAN CRIMINALS.

Article No. one of the peace treaty will meet with the approval of every Allied nation. On this article there is not likely to be a single dissenting voice. This article states that William Hohenzollern, formerly emperor of Germany, shall be publicly arraigned by the Allied and associated powers, not for an offence against criminal law, but for a supreme offence against international morality and the sanctity of treaties. Holland is to be asked to hand over the criminal, and he will be tried by a tribunal of five judges, one each from the United States, Great Britain, Italy, France and Japan. Other persons accused of violation of laws and customs of war are to be tried by military tribunals, and other German military officers are to be tried by separate tribunals. The fourth article is also a significant one. It states that the German government must undertake to furnish all documents and information of every kind, the production of which may be considered necessary to ensure the full knowledge of the incriminating acts, the discovery of the offenders and the just appreciation of the responsibility.

These articles will meet the general satisfaction. The arch-criminals are not to go unpunished. They are to be brought to the bar of justice and to be tried by a tribunal of their enemies. But they can be assured of justice. The Allied way is not to take matters for granted and to act without thinking. The criminals will be given a fair trial, and will be punished according to the finding of the judges. What the Allied people will demand is that they be given justice. That is all they ask for, because they know that if justice is done not a single one of them will be left to cumber the earth. Their crimes have been sufficient to warrant the forfeiture of their lives. No other punishment would be sufficient. Therefore we feel justified in asking that they be given a just trial by the tribunal which will try them.

CANADA'S GREATEST OPPORTUNITY.

To-day opportunity is knocking at the door of Canada as it has never done before and as it will never do again. In everybody's mind is the thought of development. The period of reconstruction is now upon the whole world. Canada has her own reconstruction to attend to, but there is also a great opportunity for her to take advantage of the needs of other nations to further her own development and commerce. This development, if followed out along strong lines, can be made permanent. What is most needed in this country is a solid bond of union between all classes of producers. Capital and labor need to come together; the manufacturers, agricultural classes, the financiers and the consumers of our goods need to co-operate and work together in order to take advantage of the great possibilities of the present world situation.

We are moving nearer and nearer to this ideal condition. The key to it for Canadians is the use of home products. Last month the imports into Canada decreased by over two million dollars. That shows that the consumption of Canadian made goods is increasing. This is possibly due to the fact that people are becoming more careful to buy Canadian products than they were formerly. This made-in-Canada preference must grow, and it must be developed to the greatest possible extent. The development lies entirely in the hands of the Canadian people. If they would see that in making purchases Canadian-made goods are bought on every possible occasion, there would be a decided stimulus given to home manufactures. By purchasing our own products whenever possible, every citizen of Canada can help to increase our prosperity and to keep the wheels of Canadian industry turning at top speed. That is the least that every citizen can do for Canada and the most that every citizen can do for himself.

THE FARMERS AND GOOD ROADS.

It is rather strange to find that there still exists in the minds of some of the farmers of Ontario an objection to the building of good roads in the province. There are still a number of people who do not fully understand the value of good roads as a means of development of the agriculture, industry and commerce in this province. It is a good thing that their numbers are decreasing every year. Yet a few of

them still exist, and at times they raise their voices in protest against the building of good roads.

The grounds upon which they object are that they do not feel it is a wise thing to build good roads which run parallel to the railways, that they do not think it is right to build roads for the automobile owners to use, and that they think the expense is too great upon the farmer. These objections may sound reasonable to a man who is content to let the country stand still. But there are arguments on the other side which offset these objections, and which make it clear that it is a good thing to have a good roads system. The farmer is fast becoming the greatest user of the automobile, and he is, therefore, the class which will receive the greatest benefit from good roads. The cost upon the farmer has been greatly decreased by the action of the government in bearing a large share of the expenditure. And no system of railways can thoroughly meet the needs of the country unless it is linked up with a system of good roads. These points should all have considerable weight with the farmer, who is dependent upon the roads to get his produce to the railways and to the markets. The spread of the good roads movement has increased the facilities offered to the rural population for visiting the cities and towns, and has opened up to the farmers opportunities for travel which did not exist previously. Taking everything into consideration, the farmer is the man who derives the greatest benefit from good roads, and he should, therefore, be the man to give it the most hearty support.

PUBLIC OPINION

You Know The Rest.

(Houston Post) A Providence doctor says, "Kissing is sure to mean infection." Yes, it usually means an infection of affection with no appreciable deflection in the execution of the perfection of the confection of the—oh, you know.

Bolshevik.

(Savannah News) The cornerstone of Bolshevism has inscribed upon it "No state, no schools, no church, no marriage laws or family institution, no business, no rights to property, no God—nothing but chaos as a preliminary to perdition."

Germany's Task.

(Philadelphia Record) The statement is made that the cost of war is now so tremendous that it will take England 400 years at \$5 per second to pay off its indebtedness. On this basis, how long will it take Germany to discharge her domestic

debt after forking over some \$30,000,000,000 or \$40,000,000,000 to the Allies in indemnities? Probably 1,000 years at least.

Northcliffe.

(Philadelphia Record) Outside of England there is not likely to be much sympathy for Lord Northcliffe in his fight against Lloyd George. In his methods the English publisher is too much like William Randolph Hearst, whose opposition is regarded as a badge of honor by public men in this country.

An Empire Calendar.

First Sod of C. P. B. Tarned. May 2nd, 1881.

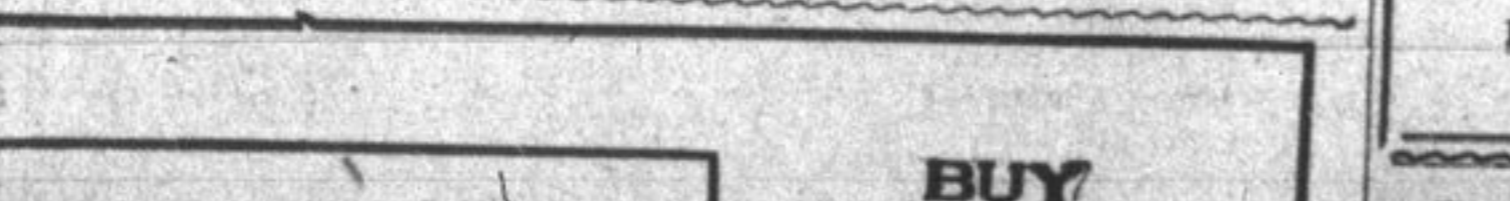
No corporation in Canada has played a more important part in the shaping of Canadian history during the last forty years than the Canadian Pacific Railway Company, the construction of which system was begun thirty-eight years ago to-day. A transcontinental railway linking the Atlantic with the Pacific has engaged the attention of the country for nearly a century, for it was in 1829 that Mr. McTaggart, a civil engineer, first proposed such a highway. In 1848 Major Carmichael suggested the construction of the line by convict labor, outlining a route by way of the Kicking Horse Pass, which closely approximates that finally adopted. In 1851 occurred the first attempt at legislation, although the bill introduced that year was adversely reported on by the legislature, the principal objection being that an adjustment of the rights and claims of the Indian tribes was a prerequisite condition. The scheme remained in a nebulous stage until 1871 when it was revived by the construction of a railway connecting San Francisco with the railway systems of the eastern United States, but even this interest was languid until the acquisition by Canada of the territorial rights of the Hudson's Bay Company. The rising of the rebellious half-breeds of the Red River emphasized the importance of the early construction of the road and action was finally forced by the agreement made by British Columbia as a stipulation of her entry into the Dominion of "within two years from the date of union of the construction of a railway towards the Rocky Mountains and from east of the Rockies to the Pacific Coast, and to secure completion of the line within ten years." The difficulty of financing the transcontinental road was enormous and it was not until the public scandal had wrecked the Government in power, and two alternative schemes had been considered, adopted and finally abandoned, that arrangements were made with a syndicate by means of which private individuals, aided by large Government subsidies, agreed to build the road, and within fifty-four months after the turning of the first sod witnessed the driving of the last spike in the roadbed, and the completion of the first chapter of their task.

Rippling Rhymes

MY GARDEN

My garden sassa begins to grow, with ring-tailed squashes in a row, and onion sets in line; the valued luscious kale, but weeds are doing fine. If weeds were only good to eat, my garden plot would be a treat, a sight for jaded eyes; if jimson weeds were good to boil, and didn't taste like castor oil, my crop would be a prize. If beans would grow like cockleburrs my girls would all be wearing furs, and loaded with long the town in state in my own limousine. If cabbage-heads would only thrive, as thistles do, and keep alive in times of drought or flood, I might enjoy this sowing and wrestling with the husky weeds, and clawing them from the bugs and ants, and shield them from the sun; I have to nurse them day by day, and then they wilt and fade away, their course too quickly run. My beans have gone to kingdom come, the radishes are on the bum, they shriveled in two days; but gorgonzola the milkweeds grow; if they were worth two cents a throw they'd be blamed hard to raise.

—WALT MASON.



What Will You Do With the Interest?

When you cash-in those Victory Bond coupons on May 1st exchange them for their par value in War Savings Stamps. Your Country needs this money in these days of readjustment and reconstruction. The purchase of War Savings Stamps is an easy way for you to save, as well as a patriotic duty.

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