

equal to those in other activities. An additional check to depleted ranks in the fields would be the establishment of modern state rural school codes. The federal government should maintain active sponsorship of this. Rural parents would be lacking in the element which makes civilization enduring if they did not desire for their children educational opportunities comparable to those in the cities. The price the consumer pays for foodstuffs is no indication of what the producer receives. There are too many turnovers between the two. Society and government, particularly local and state, have been remiss in not modernizing local marketing facilities. Municipalities must in large measure interest themselves in, if not directly control community markets. This is a matter of such importance that the federal government can profitably expend money and effort in helping to evolve methods and to show their virtues. The farmer raises his crop and the price which he receives is determined by supply and demand. His products in beef and pork and produce, pass into cold storage and ordinarily when they reach the consumer the law of supply and demand does not obtain. The preservation of foodstuffs by cold storage is a boon to humanity, and it should be encouraged. However, the time has come for its vigilant regulation and inasmuch as it becomes a part of interstate commerce, the responsibility is with the federal government. Supplies are gathered in from the farm in times of plenty. They can easily be fed out to the consumer in such manner as to keep the demand in excess of that part of the supply which is released from storage. This is an unfair practice and should be stopped. Besides, there should be a time limit beyond which perishable foodstuffs should not be stored. Every success-

ful modern business enterprise has its purchasing, producing and selling departments. The farmer has maintained only one, the producing department. It is not only fair that he be enabled both to purchase and to sell advantageously, but it is absolutely necessary because he has become a competitor with the manufacturer for labor. He has been unable to compete in the past and his help in consequence has been insufficient. Therefore the right of co-operative purchasing and selling in the modern view, should be removed from all question. Agricultural thought has not been sufficiently represented in affairs of government. Many of the branches of the government which deal remotely or directly with the soil and its problems and its possibilities would be more valuable to the general welfare if the practical experience of the farmer were an element in their administration. To be specific, the Interstate Commerce Commission, the Federal Reserve Board, the Federal Trade Commission and the United States Tariff Commission are administered by business men. Does anyone contribute more to the making and success of railroads than the farmer or to the creation and prosperity of the banks, or to the stability of manufacturing and trade units, or to the agencies interested in exporting?

Our objective should be a decreased tenantry. With the period of occupancy uncertain, the renter strips land of its fertile elements, and each year diminishes our national assets. Under the operation of the Federal Reserve and the Farm Loan acts, encouragement has come to thousands who find that industry, character and intelligence are a golden security to the people's banker, the government of the United States. Multiply our home owners, and you will make the way of the seditious agitators more difficult. Bring into the picture of American life more families, happily a part of garden and flowers all their own, and you will find new streams running into the national current of patriotism. Help to equalize the burdens of taxation by making the holders of hidden wealth pay their share with those whose property is in sight. In short, remove the penalty imposed upon home-building thrift, and thousands of contented households under the shelter of their own roof, will look upon government with affection, recognizing that in protecting it, they protect themselves. There are more home owners in America than ever before. The prosperity of the country under Democratic rule has been widely diffused. Never before has the great mass of the people shared in the blessings of plenty. There is much to be done, however, in multiplying our home owners. Nothing will bring more golden return to the welfare of the republic.

Common prudence would suggest that we increase to our utmost, our

area of tillable land. The race between increased consumption and added acreage has been an unequal one. Modern methods of soil-treatment have been helpful, but they have their limitations. There are still vast empires in extent, in our country, performing no service to humanity. They require only the applied genius of men, to cover them with the bloom and harvest of human necessities. The government should turn its best engineering talent to the task of irrigation projects. Every dollar spent will yield compensating results.

Any discussion of the question of food supply leads very quickly to the closely related matter of transportation. There is no one thing which brings us so intermittently to critical conditions than the insufficiency of our transportation facilities. Both the railroads and the public are to blame. There has been no material addition to the total mileage in the last ten years, and the increase in terminals has been much less than required. At the beginning of the war, the rolling stock was sadly reduced and inadequate. The public had not given in pay for service, sufficient revenues on which credit could be allowed by the banks. Moral assistance was withheld because of railroad policies that did not bring approval. Many of these corporations had made themselves a part of political activities, local, state and national. Then there were more or less sporadic instances of stock-watering operations, and the exploitation of utility properties for personal gain. Abuses were not general, but they were sufficient to bring the entire railroad systems of the country in disrepute. The good suffered with the evil. When the transportation lines were taken over by the government, they were barely able to limp through the task of the day. Unity in operation, the elimination of the long haul, and the merging of every mile of track and terminal and every car and engine into a co-ordinated plan of operation, enabled the government to transport troops and supplies, at the same time affording, under great stress, a satisfactory outlet for our industries. It should be remembered in this connection that except for the motor truck which supplemented transportation by rail, and except for the great pipe lines which conveyed oil for commercial purposes, we should not, in all probability have been able to throw our deciding strength into the balance and win the war. Any attempt to discredit the federal operation of railroads during the years of grave emergency is unfair. In the case of those who know the facts it is insincere. Too much cannot be said in praise of those who directed this work, nor to the men who physically operated the lines under the discouraging conditions of poor equipment. But all of this is water over the wheel. The problem of the railroads is still with us. The government and the public should render every co-operation in the utmost good faith, to give thorough test to private ownership. The railroads have had their lesson. Government regulation is accepted now as not only a safeguard to the public, but as a conserving process to the utility. Financial credit is necessary to physical rehabilitation and it should be sufficient for the periods of maximum demand. We should not lose sight, however of the vast possibilities of supplementary service by water. The Great Lakes and St. Lawrence navigation project, particularly, should claim the interest of the government. About one-third of

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30x4	2.75	32x5	3.25
30x4 1/2	3.00	32x5 1/2	3.50
30x5	3.25	32x6	3.75
30x5 1/2	3.50	32x6 1/2	4.00
30x6	3.75	32x7	4.25
30x6 1/2	4.00	32x7 1/2	4.50
30x7	4.25	32x8	4.75
30x7 1/2	4.50	32x8 1/2	5.00
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