

the individual companies. For anything that appears on the surface, none of this additional issue has gone into the improvement of the property absorbed by the merger. Readers will notice that the price of cement will have to be increased so as to provide dividends on a capital of \$29,000,000 instead of on a former capital of \$17,750,000. Then, no doubt, as soon as the business can pay dividends on the common stock, the further capital of \$9,000,000 retained in the treasury will be issued to the shareholders and dividends declared thereupon. In can be no longer contended that this is an infant industry and requires protection in order to establish itself. The high duty practically gives the Canadian manufacturers the whole market, and enables them to unduly enhance the price of cement to consumers. Cement is now used in every farm building and improvement on the farm, and is an item of considerable importance to all progressive farmers. It becomes the duty of the government, now that it has been clearly established that a combine exists in the cement industry of Canada, to remove the customs tariff so as to admit of competition from foreign countries. Cement being a heavy commodity, freight charges form quite an item of expense, and that of itself would be sufficient protection for Canadian manufacturers as against United States cement manufacturers. As the Canada Cement Company have their factories distributed over the country, they have no freight to pay on the raw material and their market is within comparatively easy distance of the manufacturing establishments. Again, as a revenue producer cement is a failure. Last year the government collected \$159,077 of revenue, while by reason of the protection, the manufacturers were enabled to enhance the price of their product to the consumer by the amount of the protection, which last year amounted to 33 per cent., giving the manufacturer the added 33 per cent. to the price of \$5,266,008 worth of their goods. In other words, to produce a revenue of \$159,077 the government enabled the cement manufacturers to levy a tax on the consumer of cement, of upwards of \$1,700,000.

ORGANIZE AND GET YOUR RIGHTS

The organization season is now beginning in all the Western provinces and will continue for the next four months. With the impetus that has been given to the farmers cause during the past summer and the plans that have been made for the winter there should be at least 15,000 new members added to the Western associations. This seems a very small number considering the great farming population of the country. But farmers are rapidly awakening to a sense of their rights and are realizing that there is only one way to secure them—through organization. Through an efficient organization all things can be accomplished. Without organization nothing can be done. Good officers are absolutely necessary in the local branches if these organizations are to be as efficient as they should be. The secretary should be a well informed man and should be living within a convenient distance from the post office so that he can receive and dispatch his mail promptly. The aim of every branch should be to have on its membership roll every farmer in the locality. Anything short of this shows a lack somewhere. Then in addition to having the name on the membership roll each member should be active in promoting the welfare of the farming interests. It does not seem hardly possible that a farmer can hold back when it is clearly shown to him what a great benefit the farmers' organizations have bestowed upon this country. Every member of a local branch should not only take a part in the work of the association but should devote time to reading and studying some special subject which appeals to him. Regular meetings should be held all through the winter and a definite subject should be discussed. Every branch has plenty of members possessing sufficient ability to prepare instructive addresses upon such subjects as

the tariff, taxation of land values, the elevator situation and its remedy, Direct Legislation, the defects in Canadian railway legislation, the dissipation of our natural resources, or a score of equally other important subjects. Then there are questions relating to the grain trade, to the securing of clean seed and also seed selection. If each member is willing to help and does not want to leave the whole burden on a few, things will go ahead with wonderful progress and every man will become intensely interested in the association. Then again to aid the local associations there must be an efficient central organization in each province. Up to the present time the work of the central organizations have been handicapped for lack of funds. This will largely be overcome by the progress of the life membership scheme and also by the increase in the membership of the associations. Each of the associations should maintain a permanent central office with a permanent secretary whose salary should be sufficient to enable him to devote his entire time to the work, the secretary could represent the association in all large matters pertaining to legislation and general matters of policy. There is more of such work than any man can do. An assistant secretary could attend to the routine matters and to the organization work. The office also needs a capable stenographer. Through such an organization the work of the association could be kept up all the year round and the interests of the farmers watched at all times. Of course it will cost money to maintain such an organization but the farmers of the West will be glad to pay for the best service they can secure. The best is what they are looking for and they must have it. When there is a permanent and efficient organization among the three associations the farmers associations will become the most powerful engine for the betterment of conditions that Canada has ever seen.

PUBLIC OWNED ROAD TO BAY

There is no doubt but that Western Canada is well supplied with railways and that they have played a most important part in the opening up of the country. The railways are most important to any country and we must have them. The trouble is that too often the price is too high. That is the trouble in Western Canada. The price is far too high and by appearances the end is not yet. We have only to look over the history of railroads to see how great the cost has been. In the beginning was the C. P. R. At its inception the government of Canada gave outright to the promoters of the C. P. R., property of sufficient value to build two roads across the continent. The entire railway was built with the people's money and then \$25,000,000 cash was added as a gift. But worse still the company was given a free license to plunder the people for all time to come. The Crow's Nest Pass deal put another plum of millions in value into the pockets of the railway magnates. Then came on the Canadian Northern Railway and adopted a new style of business. In addition to enormous land grants, the men behind the C. N. R. tapped every provincial treasury as well as the people's money at Ottawa. They were given enough money to build their railways and no restrictions of any importance were placed upon them. Lastly came the new national highway, the Grand Trunk Pacific. The eastern half was built by the government to be given to the railway company; the western half was given all kinds of assistance and concessions sufficient to build the road. The G. T. P. across the prairies held up all the towns for tribute, and the "men behind" got into the townsites game to an extent to make millions. In addition to what has been done for these railways they are still allowed to exact from the people "all the traffic will bear." The railway commission has no power over freight rates unless they are discriminatory. The commission cannot touch a railway combine. The people of Canada are paying dearly for their railways every

year. When railway legislation is passed in the federal or provincial legislatures the railway men are notified in advance and nothing of a serious nature is allowed to go into law. Railway legislation is always in favor of the railways and the robbery of the people under our railway laws in Canada is not exceeded by the extortion under the protective tariff. The most important part—to the railways—played by our governments in railway legislation, is the granting of new loans or permission to water stock. Our governments do this regularly, despite their full knowledge of the way in which the railways are robbing the country. The railway combine must receive the attention of the organized farmers if they are to do their duty. Now in the face of this, the farmers of the West are told that they cannot have government ownership and operation of the Hudson's Bay Railway. Why? The government says they can't operate the road satisfactorily. Well, that is surely no compliment to the executive ability of the Ottawa government. We will guarantee that the government can't rob the people any more than the present roads. The only hope for relief is for public ownership and operation of the road to the Bay. If we do not get it then the shackles are forever fastened upon the people of the West. When the farmers go to Ottawa they must tell parliament in plain terms that there must be competition in freight rates in the West. Special privilege must cease and the common people be given a show.

Years ago when the National Policy of Protective Tariffs was inaugurated in Canada it was upon the principle of building up a great nation. As the fallacy was seen the protected classes saw the need of bolstering up their case. They declared that the foreigner paid the tariff; that Protection meant prosperity; that patriotism demanded that Canadians buy Canadian made goods; that Canadian industries without protection could not compete with foreign manufactures. Then they carried on educational campaigns along "Made in Canada" lines and "Canada for (2500) Canadians." One by one these balloons have been punctured and the farmers of Canada have seen through the game that has been taking money from their pockets for the benefit of the privileged classes. The manufacturers have been driven from pillar to post in an endeavor to find a sound theory to support their arguments. Now they have practically abandoned their principles and are down to brass tacks where the farmers can understand them. The slogan of the protected interests to-day reads "Principles be blowed; we're out for the stuff." Farmers can understand that fully and it is a much more intelligent basis to work upon.

What has happened to the Winnipeg Grain Exchange? There are three hundred members of that institution. Three of the elevator companies were fined \$5,550 for robbery in the terminal elevators. They cast a stain upon the whole Exchange, but so far as we know the Exchange sits still and swallows their rules and by-laws without a quiver. This does not say very much for the attitude of the Grain Exchange towards the farmers of the West.

The farmers' delegation, when at Ottawa, should make it clear that their demands upon the tariff apply to the Conservative party as well as to the Liberal party. The farmers should make it very clear that no high protection candidates will be supported by them henceforth.

We have not heard whether the Hudson's Bay Railway is to be handed over to MacKenzie & Mann. It certainly will be unless the farmers make a tremendous struggle.

Every local branch association should send a delegate to Ottawa. The expense will not be heavy and each branch can easily afford what it will cost. The benefit will be enormous.