

so as not to overload his brain. But to the south of us the common people have revolted against the machine rule. They are beginning to do their own thinking, which makes it awkward for the self-seeking politicians. Let us hope that this is one American disease that we may annex.

THE TRUTH ABOUT THE WEST

A number of Eastern and some Western newspapers and also, we regret to say, a number of politicians who do not like to hear the truth, are endeavoring to discredit The Guide because it points out the truth about the West. Once more we want to make ourselves clear. We believe that the Prairie Provinces form one of the richest countries in natural resources in the world. Nature has given us a rich soil, an invigorating climate, vast timber and mineral wealth and water powers. In fact Nature has given to the Prairie Provinces with a generous hand. Sometimes the ways of Nature seem hard but the Western people have not complained. We have a country which any people may well be proud to call "Home." With most of us it is an adopted Home, but Home just the same. Nature has truly been kind.

But what of man?

This magnificent country designed to produce a race of men and women superior to their forbears mentally, physically, morally and spiritually has been handicapped most shamefully by the greed of man. What Nature designed for those who would make their homes in the West, has largely been wrested from them by comparatively few men through the aid of unjust legislation. Even our immigration policy is largely a campaign to secure more workers to feed the hungry maw of Special Privilege. And when the Western people who see the wealth they create stolen from them, protest against such a gross injustice they are called "traitors." Is there any justice in giving railway corporations license to charge higher tolls than anywhere else in the civilized world? Is there any justice in giving banks and loan companies license to charge higher rates than anywhere else in the British Empire? Is there any justice in allowing land speculators to collect half the profit of the people's labor and keep the best land from those who need it? Is there any justice in licensing a handful of manufacturers to collect taxes on nearly every article of daily consumption? There is no moral defence of such gross injustice. Yet every one of them are due to the laws of the land, placed on the statute books by politicians who are supposed to represent the people. These are the channels through which the bounties of Nature are transformed into a stream of gold flowing into the coffers of a privileged few. The Western people have protested against this tribute to greed. They would not be worthy the name of Men did they not protest.

And now we hear politicians and corporation journals say that in this fashion we must pay our obligations to Eastern Canada. The aim of such falsehoods is to set the Eastern people against their Western brothers so that Special Privilege may plunder both in security. The Eastern and Western people are under no national financial obligations to each other as some would have us believe. If such were the case then we are all under obligation to British and American investors whose money has assisted in developing Canada. So the American people would be under obligation to Great Britain for the assistance of billions of British money invested in the United States. But no national obligations follow such investments. They are business ventures purely. Do British investors control our legislation when they loan our people money? Is Canada not free to make what laws she likes? Then are not the Western people free to demand whatever laws they deem essential to their best interests? True, majorities must rule but the minority always

has the right to protest and appeal. We all owe a debt to the past but it cannot be figured in dollars and cents. It is an obligation that can only be repaid by making conditions better for generations to come. Let us have an end of this misrepresentation of the West. The West is free to do whatsoever seems right in the wisdom of the Western people. We are morally obligated to none. As enlightenment proceeds our unjust legal obligations to a privileged few will also disappear.

THE HUDSON BAY ROUTE

A remarkable attack upon the Hudson Bay route, evidently inspired by the existing railway interests, is contained in the current issue of the Engineering News, of New York. That paper has on several previous occasions attempted to discourage the enterprise which will shorten the railway haul between Western Canada and the sea by some 2,000 miles, and now it makes use of the Titanic disaster as a text for a discourse on the danger to navigation caused by icebergs. The Engineering News not only claims that insurance rates will be so heavy as to make the cost of carrying grain over the Hudson Bay route as high as by the existing channels, but actually asserts that "the attempt to establish this route would mean an annual toll of lives from the crews of vessels navigating these dangerous northern waters probably at least equal to the loss of life in the Titanic disaster." The writer of this gloomy foreboding was evidently not willing to risk his personal reputation on the article, for it is unsigned, but the fact that it appeared in a semi-scientific journal will probably give it some weight in the minds of many people. Corporations such as transcontinental railways, however, can always find journals of considerable standing to attack undertakings which have for their purpose the release of the public from their grip. When the United States undertook to construct the Panama canal, for instance, numerous articles were published in the magazines and newspapers declaring that the project was doomed to failure because earthquakes would make even the construction of the canal impossible. Reputable magazines and certain Eastern newspapers a few years ago also told us that it would be impossible to build a railway to Hudson Bay because the route lay through a bottomless muskeg into which the grade would sink as fast as it was constructed. We now know that both these stories were the result of imagination and they were probably inspired by the interests that feared shorter and cheaper transportation routes would reduce their profits. And the iceberg bogey has no more foundation in fact. The theory advanced by the Engineering News applies with almost as much force to the St. Lawrence route as to that from Hudson Bay. Everyone knows that at certain seasons of the year there are icebergs in the Northern Atlantic and Hudson Strait, but the Hudson Bay route to Europe has been navigated by sailing vessels for over 200 years with an extremely small number of accidents. Safety in navigation, as in most other things, lies in being aware of the proximity of danger and being prepared for it. The Titanic went to its doom as a result of a false sense of security—travelling at high speed through the night and taking no precautions against icebergs. On the St. Lawrence route, where icebergs are very common, proper precautions are taken and accidents are almost unknown. The same precautions are also taken on the Hudson Bay route, and since high speed is not of great consequence except to passenger steamers, the cargo vessels which will carry Canadian grain and produce to England and bring back British manufactures to Canada, will not be in danger of falling victims to the speed mania. We know too that it is only during a short period of the year that icebergs strew the Hudson Bay

route. When Earl Grey made his trip from Winnipeg to Ottawa via Port Nelson and the Hudson Strait in September, 1909, the official chronicler of the expedition recorded the fact that the party "did not see sufficient ice to cool a glass of champagne," and spoke of the Hudson Bay as the "Mediterranean of Canada." The writer in the Engineering News not only magnifies the iceberg danger, but he also greatly exaggerates the cost of the undertaking which he places at "\$60,000,000.00 or more," whereas the highest estimate which has been prepared by the engineers of the Dominion Government is less than half that sum, including the construction of terminal elevators, piers and harbor works. Work on the Hudson Bay railway, however, is proceeding, and the West will not consent to be deprived of a shorter route to European markets simply in order that transportation monopolists may continue to take toll by charging unnecessarily high rates for altogether inadequate services.

DANGERS AHEAD

Mr. Taft in his famous "adjunct" letter said:—

"The amount of Canadian products we would take would produce a current of business between Western Canada and the United States that would make Canada only an adjunct of the United States."

If there is any foundation for such a statement as that made by Mr. Taft, and if the United States is anxious to annex Canada, they have it all in their own hands. All they have to do is to put down their own tariff and immediately the great calamity which our protectionists keep ever before us will come to pass. Even our protectionists are powerless to prevent Uncle Sam from making his own tariff laws. Beware lest we sell our grain for a better price. It is dangerous.

The Nova Scotia Carriage and Motor Car company is issuing \$275,000 of 7 per cent. cumulative preference stock at par, with 50 per cent. bonus of common stock; and \$100,000 of 6 per cent. first mortgage sinking fund 20-year bonds at par, with 20 per cent. bonus of common stock. The real capital which goes into this company, \$375,000, is thus watered to the tune of \$157,500, in addition to any further stock which may be handed over to the high financiers for their services in promotion. Investors, no doubt will expect to receive dividends on the water as well as on the money they put into the concern. The duty on carriages and motor cars is 35 per cent., and it is the profits earned under this protection that will go to provide dividends on the watered stock.

South African Warrants sold on the Winnipeg Stock Exchange on May 7 for \$1,225. This is nearly \$1,000 more than the Veterans who earned the warrants with their blood in South Africa received for them. The \$1,000 per warrant was a gift to the speculators secured by two extensions of time for the location of warrants after practically all the veterans had disposed of their rights.

The taxes imposed upon the people of Canada through the customs duties in 1908 amounted to \$47,996,685.00, and in 1911 to \$82,119,261.00. Some idea of the burden which is laid upon the people of Canada by the tariff tax may be gathered from the fact that the duties paid in 1911 were only \$10,400,000 less than the total exports of agricultural products for the same year.

A provincial general election is scheduled to take place in Saskatchewan during the coming summer. Every candidate of both political parties should be called upon to clearly state his position on Direct Legislation, Woman Suffrage and Cheap Money for Farmers, as they have all been endorsed by the Grain Growers' association.