

not of the U. F. A., but of Mackenzie, Mann, et al.

The chronic contradiction developed in consequence of opposing economic interests within the organization itself renders the effectiveness nil, and causes the most sanguine of its members to falter and despair of ever making anything of it. For instance, this gem from the Constitution and by-laws: "The objects of this organization shall be, amongst other things: To obtain by united efforts, profitable and equitable prices for farm products and to secure the best and cheapest transportation," should be contrasted with this part of "General provisions No. 6": "Farming is a business, and farmers should not antagonise other legitimate business interests." How on earth these would-be-millionaire, small-business soil-slave organizations can possibly "secure the best and cheapest transportation" without antagonizing that very legitimate business concern, the C. P. R., they only know.

Again under the caption "Objects," we find No. 2: "To study and teach the principles of co-operation and to promote the establishment of co-operative societies" which rule has been followed by the officers of the U. F. A., and affiliations so well that they have in the near past been untiring in their efforts to suppress those little Co-op's and Farmer Exchanges, which grew into being as the result of their former propaganda.

We have already seen, my dear E., that capitalism rears itself upon the grave of a free agriculture, and that any means to forward this desirable end will have the earnest co-operation of the masters' watch dogs. It is so with the "Farmers' Elevators." The business of building a combine has so taken root that we hear with little surprise, Secretary Fream declare unblushingly that the "Co-op" is not a co-operative concern, although it bears the name, and does not hesitate to do business under that alluring label. Indeed, it is nothing but a joint stock company, doing a fair measure of