

profits into their own pockets they would all be annexationists. They tell the farmers that trade breeds annexation, and for that reason there must be no reciprocity with the United States. And last summer the manufacturers took a large amount of the money they plundered from the Canadian people and used it to fool those same people and keep them in subjection. The manufacturers claim to be in favor of the British Preference. But the tariff on British imports is higher than on American as a whole. And when they are asked to have closer trade with the Motherland they laugh in derision. It was a joke to them. It should rather have been their shame to have been exposed to the world as a group of men who had prostituted the flag of their country to the greedy purpose of filling their pockets. Further talk of "loyalty" should bring the blush of shame to their faces. The farmers should remember this in the future. The farmers have never flapped the flag nor prated loyalty, and they certainly will compare more than favorably with the manufacturers. The farmers will be well advised to demand insistently that the tariff against Britain be wiped out. The manufacturers by their action have forfeited all claim to consideration. Of course they have most of the politicians behind them, but if the people wake up they are supreme. The farmers have the votes, and if they use them wisely the Tariff Barons will soon be put in their proper place.

THE GUIDE REFERENDUM

In order to inform the many new subscribers who are being added to The Guide lists every week, as well as to keep the matter prominently before all our readers, the Referendum questions are repeated in this issue. Much interest has already been shown not alone by our own readers, but also by the outside public, and as the time for the balloting draws near it is certain that press, public and Parliament, which will then be in session, will await the results with increasing interest. The Referendum will be of value in several respects, but two good results in particular are sure to follow. First, The Guide readers themselves will be educated. No one can vote intelligently on the eight questions submitted without carefully weighing the arguments for and against each proposition, and to do this means a broader outlook and a deeper understanding of public affairs. These questions are not the will o' the wisp kind, which mean little and lead nowhere, and which for those very reasons are much favored by politicians at election times. These cut deeply and touch the very heart of a nation's life and prosperity. Direct Legislation, Taxation of Land Values, Tariff Reform, Public Ownership of public service corporations, and Political Equality of the sexes—these are the problems which are of supreme importance in Great Britain, Germany, United States and other countries besides Canada, and to get a fair grasp on these things is to understand the greatest reform movement of this or any age. These are the problems which the people must settle before they can get the square deal which is their natural right. But the Referendum will do more than educate those who take part in it. It will educate the politicians and the Federal and Provincial governments to the reality and the strength of these reforms in Western Canada. Eight weeks are left before the balloting, in which there is plenty of time for these questions to be studied and threshed out. In the meantime The Guide welcomes a discussion pro and con by all subscribers and we shall be glad to devote extra space in publishing as many letters as possible in the Mail Bag.

The railways, banks and manufacturers have laws made to suit their own needs. They have few votes but their influence is of the nature that governments seem unable to withstand.

RECIPROCITY MUCH ALIVE

According to a blue book just issued by the Clerk of the Crown in Chancery there is good reason to believe that if reciprocity is the chief issue in the next general election that it will be endorsed by a majority of the Canadian people. The figures in this blue book indicate that the rural vote last September gave a popular majority of thirty thousand in favor of reciprocity, showing that it was the city vote that refused permission to the farmers of Canada for mutual free trade in farm products with the United States. The total vote cast for the government candidates was 669,567, while in favor of reciprocity there were 625,096 votes. In addition to this there were 12,865 votes cast for Independent, Labor and Socialist candidates which would practically all be in favor of reciprocity. The total number of voters entitled to cast the ballot at the September election was 1,850,000, although only 1,307,528 exercised their franchise. The government had a popular majority of 44,461 votes, which is two per cent. of the total electorate, despite the fact that there is a majority of 47 members in the House of Commons, which is 21 per cent. of the members of parliament. It is well known that in at least one constituency in Alberta and in several constituencies in Quebec both candidates favored reciprocity, so that the people of Canada broke practically even last September. With the redistribution which must take place at the next session of parliament Manitoba, Saskatchewan and Alberta will each gain five members as well as British Columbia. Allowing that British Columbia will repeat its vote of last year and go solidly against reciprocity we then have to consider the three Prairie Provinces. Alberta and Saskatchewan will go practically solid for reciprocity and Manitoba will probably give at least eight out of fifteen members for wider markets. The general belief is that reciprocity has far more supporters in Canada now than a year ago. If the educational campaign is continued until next general election, which in the ordinary course of events will be held in 1915, there seems excellent reason for the belief that reciprocity will be endorsed. But we may get it in the meantime from the present government. The people of Western Canada do not look at the matter from a party light. They look at it from a business standpoint. They want wider markets for their grain and they must have them.

ON THE FRONTIER

Here is a letter we have just received:—

"We, in Grand Prairie, are 250 miles from a railroad, our nearest point being Edson, on the G.T.P. We do not expect it to be possible to get a railroad in here for two or three years, as the country between here and Edson or Edmonton is notoriously bad for swamp and muskeg. The wagon road from here to Edson, which the government here have been doing work on for this summer and part of last, is so bad at this date that the mail has to be brought in on pack horses. We have, I believe, one of the best farming districts in here in the West, and it will soon be an impossibility to obtain a homestead here. The settlers are mostly Ontario men around here, and apparently have not seen or heard of the Grain Growers' Guide. I will do my best to alter this lamentable state of affairs. I consider The Guide to be far and away the best paper I can get at any price. I am very busy this year, as I only came here this spring and money soon goes. We pay \$12.00 per 100 lbs. for flour, and everything else in proportion, on account of freight. I consider a man is simply making money for himself and his successors by spreading abroad such an educational force as The Guide. I enclose my subscription from June 25, and two new subscriptions named here: S. J. Shuttleworth, Grand Prairie, Alta., and E. H. Tisley, Grand Prairie, Alta.

"Thanking you in anticipation and wishing you increasing success.

(Signed) S. VICKERS.
Grand Prairie, Alta., Aug. 24, 1912."

This letter tells its own story. The pioneers in this far northern land will face many hardships in building up the country

for future generations. Such people should be encouraged and not hindered. We are glad to find The Guide appreciated by the pioneers and trust that it may aid them to secure a square deal.

RECIPROCAL DEMURRAGE

When a farmer orders a car in which to ship his wheat he is allowed twenty-four hours in which to load the car, and if he holds the car longer the railways tax him \$1.00 per day. Suppose the farmer is living five miles from the shipping point—and there are thousands living twice as far. If the car is being loaded with wheat it will carry about 1,080 bushels. The farmer will haul on an average of 60 bushels per load, which means that he must make 18 trips and travel 180 miles in 24 hours. The railways make no allowance whatever for the bad roads over which the farmer has to travel, but they do pretend to allow for stormy weather, though there are different methods of interpreting a storm. While the car is in the farmer's hands the railway company presumably is very anxious to have an opportunity to take the car to its destination, but the minute the car is loaded the anxiety of the railway company ceases, and they have been known to take from three to four months getting cars of grain 600 miles. The railway company does not run as great a risk as the farmer, because the farmer's car of grain may be worth from \$600 to \$1,500 (in the case of flax), and very frequently runs a good chance of being ruined if not handled promptly. The railway car is worth less than \$500 probably, and will not deteriorate nearly so rapidly as the grain. If the railway companies are to be allowed to continue to plunder the farmers for demurrage, then the farmers should have some reasonable assurance that their grain will move towards the terminals at the rate of at least 100 miles per day. The farmer is fully entitled to demurrage from the railway companies when not moving the grain 100 miles per day. This demurrage penalty on the railway companies would encourage them to move out from the shipping points the first cars loaded. At present train crews very frequently take the first cars handy, which are often just newly loaded, while those that were loaded a week before are still unmoved. This matter has been brought before the Railway Commission and a ruling may be expected shortly.

The fact that American wheat is being imported and ground by the Maple Leaf Milling company, at Port Colborne, is being used to prove that the Canadian market is better than the American market. It should be remembered that the duty being paid on this wheat is returned to the miller when he exports his flour. The farmer should have his duty on agricultural implements returned when he exports his wheat, which is his manufactured product. But, of course, the farmer never gets any of these fancy privileges enjoyed by the select few.

The manufacturers' Western organ, masquerading under the name "Country Life In Canada," quotes one protectionist letter from The Guide to show that the West is protectionist. The readers of "Country Life" should note its advertisements and look into its financial history to understand why it favors protection. If "Country Life" would announce itself in its recent capacity as the organ of the manufacturers the farmers would appreciate it more.

A tin pot title seems to affect many Canadians with an overload of noisy expressions of loyalty. But when their loyalty is put to the test of the pocketbook it vanishes like dew before the sun. If noise could save the Empire the handful of knights we have would be a mighty factor.

Even
the dev
some d
of pow
Read
tions.
will be
is aske

1. 7
ed in
ber 11,

2. 1
to be
"no."

3. 1
(whet)
titled

4. 1
years
may 1
21 yes

5. 1
tainin
secure
Guide

6. 1
end o
Guide
Guide

questi
write
ers w

questi
views
lished
in fa

short
shoul

8. 1
in th
woul
but

sough
"yes
help

9. 1
name
be p