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or floors. Floglaze is suitable for them
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as it does on woodwork.""Old floors can be made to imitate
hard wood floors by using Floglaze
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can be kept in good condition with its
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G. W. McFarlane

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Official Railway Watch Inspector

and some in civics upon which opinions
divide and clash. If I am permitted any
word regarding the method pursued in
these studies, every possible phase of
opinion upon each of these should be
given a full hearing. We can never say
we have decided a question right until
all the evidence is in and every argument
met and disposed of. An excellent plan
for locals to follow would be as far as
possible to require members to argue on
the side opposed to their personal bias.
We are now on the threshold; just to
where most farmers' organizations have
advanced—and then stopped. There
seems usually to have been a paralyzing
fate attending the study that most dearly
concerns our welfare. The science of
human relations, the art of living together
in peace and mutual service has been the
last seriously to engage man's attention.
What has been learned lies for the most
part buried in the pages of printed books.
Indeed, there has been and still is a
strong fancied interest in perpetuating
ignorance on this subject. Why were the
discoveries of Watt, Cyrus McCormack,
Westinghouse and Bessemer so quickly
utilized, while the teachings of Quesnay,
Adam Smith, Tolstoy and Henry George,
not to mention Christ himself, are still
neglected and largely regarded with
suspicion?

The progress of science and invention
has multiplied wealth many fold, but it
has not raised producers above the fear
of poverty. The sister sciences, civics
and economics, in the hands of exploiters
have denied the people the fruits of their
toil. In the hands of the people they
will show the cause of this miscarriage
and indicate the means of correction.

What is the source of wealth and what
the process of production? How should
our natural resources be administered,
and how recovered where they have been
frittered away? What is the right of
property and to what should it apply?
What are public highways and common
carriers? In private hands can they be
made to render equitable service? How
may corporations be kept in wholesome
restraint? Can this be done without
hampering their useful activities? Does
the mere size of a corporation produce a
monopoly? These are some of the ques-
tions that civics and economics can
answer and upon the answer our liberties
depend.

The close of the war will thrust upon
us problems almost as menacing as the
war itself. Not new problems, but old
ones that we should have settled before
but have not. The right of conscription
has been asserted as to men. Why
should it not apply with equal force to
wealth? If property were made to con-
tribute on a par with men the war's
expenses would be settled when the last
shot is fired. If this is not done, why?

The treaty of peace will cause Britain
to discharge a larger number of men and
women from employment than the entire
population of Canada. With our land
and resources controlled in the interest
of the people this would be the greatest
opportunity in Canadian history. But
with nearly all of the available land
engrossed while the average population
is only about two per square mile it is
an opportunity calculated to cause fore-
bodings.

The patronage evil is bewailed (and
continued) by the leaders of both political
parties. And it will continue until the
people rise to a responsible citizenship
that can realize the obvious fact that the
government cannot give back more than
it receives from them. If ever Canada
develops a democracy (which she never
yet has done) her people must demand
from her public men statesman-like
leadership and refuse to be coddled and
fooled as irresponsible wards. For the
labor of creating this responsible citizen-
ship and building it into a democracy,
no organization is equipped as is the
Grain Growers' Association. The task
looms big before it. Will it rise to the
occasion?

GEO. W. ATKINSON.

Ceylon, Sask.

TAX ON APPLES

Editor, Guide:—The increase of pro-
tection on apples is a piece of the so-
called political wisdom which permeates
both our political parties. I am a Free
Trader and a Single Taxer, also an apple
grower. Why we should have 50 cents
extra duty on apples at this time, or 40
cents a barrel at any time, I cannot see.
Why bolster up an industry which is
unsuitable for the soil or conditions?
Do you want to pay long prices for

"travelled" Nova Scotian apples out in
the prairie when the States to the south
will sell you them far cheaper and of fair
quality for the price? If B.C. can't make
enough to pay for its boom advertising,
why should the government agree to foot
the bill? The same with grain. Here in
Nova Scotia we have to pay quite a
different price for Western feed and flour
than the railway charges the export
trade. This diminishes the profit in
feeding grain and so diminishes our buy-
ing from you. Is it possible the dear old
C.P.R., etc., enjoys the prospect of the
future big freight bills?

JOHN BUCHANAN.

Berwick, N.S. Sec. King's Co. Free-
Trade Assn.

HUDSON BAY NAVIGABLE

Editor, Guide:—I see a report in the
papers by a Mr. Anderson, re the naviga-
tion of the Hudson Bay straits. Mr.
Anderson claiming that the straits are
only navigable for about six weeks or
two months of the year. I don't know
whether Mr. Anderson had any axe to
grind or not for Eastern Canada, but
having been a sailor of the old wind
jammer type of ship, I would inform him
that we used to get in and out of the bay
sometimes by June the 1st, only Lloyd's
insurance did not allow the vessels to
enter before June 12 and not to stay after
October 15. I may say that I believe
this policy was right, not on account of
the straits being blocked with ice, but on
account of ice freezing on the bow of
the ship, setting her down by the head.
It is next to impossible to steer a ship
down by the head. She is like a pig
going to war head down and going where
she likes. Now if the old sailing ship could
go in and out of the bay surely the modern
steamship can go in and out safely,
because they never need to have ice
freeze on the bow because they could have
hot water pipes run around from the
boilers and in that way they would not
be bothered with the ice freezing on the
bows. Then again, the steamer has the
advantage, she can change her course in
any direction where the sailing vessel
cannot go in any given direction and has
to either ware around or tack and can
never come within five points of the wind.
The old square rigged ship could not
come within seven or seven and a half
points. Now it appears to me Mr.
Anderson went to the Bay to look for
trouble. What did he want to go to the
south side of the eastern entrance for?
Why did he not go to the north side?
One of the old skippers of forty years ago
would have told him he was off his base
to try the south side at that time of the
year. Of course if he had to go to Cape
Chidley or Button Islands or Port Bur-
well that is different, but I know in the
old sailing vessels if we got a fair wind
or a leading wind we could get out in
five or six days at the outside. This
would mean that an ordinary tramp
steamer could get thru in two and a half
or three days. A modern steamer would
get clear out in forty-eight to fifty hours
and could wait for a clear chance. It's
no use Eastern Canada trying to fool the
West any longer. The Hudson Bay road
has got to be built right away and we as
Western farmers and grain growers must
demand that all terminals must be owned
and operated by the government. The
railroad also must remain in the hands of
the government. I believe that with the
right kind of boat mentioned above
the Bay could be navigated nearly as
long as the Lake Ports are now. Not
quite so early in spring perhaps, but as
late in the fall. It is not very many years
since this was the Great Lone Land,
and now what is this Great Lone Land?
The granary of the world's greatest
empire and the Hudson Bay will be one
of the empire's greatest highways inside
ten years.

JOSIAH BENNETT.

Pine Creek.

SINGLE TAX AND THE MOVIES

"The Public," a democratic journal
of Chicago is conducting a competition
for the best scenario illustrating the
Single Tax. \$250 is to be paid to the
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half of the amount paid for the film by
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Colonel Jasper E. Brady, head of the
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