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PUBLIC OWNERSHIP IN CANADA

From Northwestern Miller, (Minneapolis) The people of Western Canada will be well advised if they persist in their em-phatic demand that the railway to Hudson phatic demand that the railway to fludson Bay now under parliamentary consider-ation be built and owned and operated by the government at Ottawa. This under-taking is one that does not promise any advantage to the country if carried on as a private enterprise.

Many years ago a charter was granted to Many years ago a charter was granted to a private company, which charter was afterwards bought by the Canadian Northern Railway. It carried with it a land grant of 6,400 acres of farming land for every mile of railway built in Manitoba and 12,800 acres per mile for the other portion of the road. Under this charter the new owners built a portion of the proposed road and got several million acres of land on the bonus arrangement, the proceeds from the sale of which have since returned vastly more than the entire since returned vastly more than the entire cost of construction.

cost of construction. Fortunately the charter lapsed before any more construction work was done, and the government refused to renew the grant. Had it done so, the amount of land involved would have been over 5,000,000 acres; worth more than twice the estimated cost of work. Now the Canadian Northern is carrying on an active lobby at Ottawa looking to the granting of a cash bonus and guarantee of bonds for the building of the line. Upon no consideration should Canada

of bonds for the building of the line. Upon no consideration should Canada consent to any bargain of this kind. The time for private ownership of the pro-posed railway is past and the nature of the undertaking is such that nothing short of public ownership and control will render the road the factor in the making of rates that it ought to be. Any company comthe road the factor in the making of rates that it ought to be. Any company con-struction or ownership will mean a cheap road at enhanced cost to the country and the elimination of all competition with existing channels of transport in the making of rates.

making of rates. The farmers of the Western provinces have already pronounced positively against anything but government owner-ship and control of this road and so has the Winnipeg board of trade. It now remains for the West to see that its wishes in the matter are carried out.

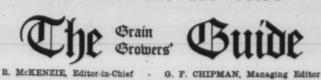
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THE GRAIN GROWERS' GUIDE



Published under the auspices and employed as the Official Organ of the Manitoba Grain Growers' Association, the Saskatchewan Grain Growers' Association, and the United Farmers of Alberta.

THE GUIDE IS DESIGNED TO GIVE UNCOLORED NEWS FROM THE WORLD OF THOUGHT AND ACTION and honest opinions thereon, with the object of aiding our people to form correct views upon economic, social and moral questions, so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the widest possible increase and diffusion of material prosperity, intellectual development, right living, health and happiness

THE GUIDE IS THE ONLY PAPER IN CANADA THAT IS ABSOLUTELY OWNED AND CONTROLLED BY FARMERS. It is entirely independent, and not one dollar of political, capitalistic or special interest money is invested in it. All opinions expressed in The Guide are with the aim to make Canada a better country and to bring forward the day when "Equal Rights to All and Special Privileges to None" shall prevail.

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gospel of love to those who are starving, unless at the same time one can help their physical need."

BIG STRIKE AVERTED Chicago, Ill., Dec. 25.—The wage dispute between the Brotherhood of Locomotive Engineers and 61 railroads west, north and south of Chicago was settled here yesterday. There will be no strike.

Locomotive Engineers and 61 railroads west, north and south of Chicago was settled here yesterday. There will be no strike. Instead, the engineers get an average increase in wages of 10 1-5 per cent. of their 1910 wage scale, giving them a Christmas present of an average of approximately 8192 for each of the 53,000 men involved, for each subsequent year. Specifically, the agreement pro-vides for a raise of 40 cents a day for all engineers with a differential in addition, of \$5 cents for \$15,000 pound engines, \$6 an added differential of 75 cents a day for the smaller Mallet engines, and a differ-ential of \$1 a day for the heaviest mallets. In a letter to United States Commission-er Neil, who as mediator under the Erdman set, brought the settlement out of what seemed a sure disgreement, grand chief engineer Warren S. Stone of the brother-hood gave as the reason for accepting the terms offered, the auffering and loss which would attend a general Western strike. Numerous specific working conditions are improved by the agreement formally signed late yesterday. Engineers are given control of electric and gasoline motor cars used as locomotives, with an increase of 50 cents a day in present wages. Hoatlers under the protection of the engineer set an increase of 82 cents a day. The new rate becomes effective with the singing of the agreement yesterday. The herotherhood of Hailroad Trainmes and the Order of Hailroad Trainmes and the Order of Hailroad Trainmes have asked for an increase for 75,000 momebers on the same lines, and it is understood the railroads are willing to grant an advance aggregating nearly \$5,000,000. This controversy will be settled Tuesday as it is admitted there are no serious differences between these two organisations and the general man-ager.

BEPORTS TO BE CHANGED Washington, Dec. 84.—To enable veery one interested in the department of agri-versite of the burse of the series of the series the full meaning of figures of crop esti-mathematic during the growing season, Victor of Omstead, chief of the burseu of statistics, add chairman of the crop reporting board, contemplates including quantita-tive interpellation of the figures in these reports for the important crops. Hereto-fore the monthly crop reports have been arrowed in percentages of a normal function of each growing crop will be possible of the figures of the parts of year's final production, as indicated by the condition figures, will be stated. The ultimate production of any crop motor the the teoports giving the conditions as the crops approachematurity, at is the season, the final production of any crop motor in the reports giving the season, but in the reports giving the conditions as the crops approachematurity, at is the season. The figures are been and the season, the final production of any crop manot with certainty be foretoid, but fit has been demonstrated that the harvest on be loosely estimated. BTEAMSHIP LOST

can be loosely estimated. STEAMSHIP LOST Tancouver, Dec. 17.—The fate of the fittle steamer St. Denis, a familiar vessel at this port during the past two years, is no longer in doubt. Somewhere off Cape Plattery, in the fierce gales that prevailed two weeks ago, she was lost. — Without hope or succor, blown far from the beaten track, she went down with all on board, and her wreekage strews the graveyard of dead ahips, the work cost of Vancouver island. For more than two weeks an isolated beach at Cape Scott has harbored all that is left of the old St. Denis, her pilot house, wreckage, and miscellaneous floats carrying umistakable evidence of their origin. The following telegram was received by the C. Gardner Johnston company of the eity. — "Edomis viseless received from

The following telegram was received by the C. Gardner Johnston company of this city: "Following wireless received from steamer Tees. Cape Scott residents re-port 10th inst. wreckage from steamer St. Denia, including deck house, pilot house, hatches, portions of boats washed ashore." Those on board, all told wree: Captain Thomas S. Davis, chief officer J. C. Gold, second officer F. Weightmann, chief es-gineer W. Dodge, second engineer E. Steel, chief steward A. C. Delpecht, and crew of twelve Chinames.