

by a subtle scheme of re-capitalisation founded upon a watered stock basis.

"And whereas the direct effect of this is (1) To uphold high freight rates by declaring a low rate of interest on fictitious values; and (2) to hinder the building of new lines by withdrawing surplus capital from such undertakings into the pockets of a few wealthy speculators.

"And whereas this 'melon-cutting' has the ultimate effect of driving good settlers from the country through the delay in opening up new districts to the financial loss of all business interests concerned.

"And, further, whereas exemption of Canadian Pacific Railroad lands from taxation enables that company to hold land for high prices which would otherwise be settled, or bought and utilized by other railroad companies.

"And finally, whereas the needs of the Eagle Lake district have lacked railroad facilities for the last five years, owing to the shifting of the old Grand Trunk Pacific survey line; and while many families have thus been fooled, suffered grievous hardships and privation and wasted their hard-earned savings waiting for the development of the country as a result of the irresolute policy of the present government.

"Therefore he it resolved that no new charters be granted until the old ones are completed; that the building of the Moose Jaw-Lacombe branch line of the Canadian Pacific Railway be continued from Outlook during the coming season, following the latest survey line to the Eagle Lake District, to give immediate relief to many families who are now situated 25 to 35 miles from any railroad; and that all special privileges vouchsafed to this particular company be rescinded in the interest of the country at large."

A. ABBOTT, Secretary.

FRANK CUTTEN, President.
Wiggins, Sask.

FARMERS FOOT THE BILL

Editor, Guide:—Find my renewal for this honest and elevating twentieth century weekly. The greatest pleasure I get is reading back numbers, although I read each as received; I always find fresh inspiration in re-perusal. Looking back into history this farmers' movement against an unscrupulous tyrant is like the historical charge of the Light Brigade; ever forward. The only way at present to keep the enemy from renewing their mean and low dealings toward the farmers is government ownership of elevators. The farmers are paying all costs under the present system. Sir, the surest way to get anything is to elect honest farmers right away. We have the men, we can raise the money, and secure the votes to elect, if true to ourselves. I see in this movement the economic political rock of salvation for North America. The Grain Growers' Association in the future will be a body that will wield a powerful force in Canadian politics. It is great to read of a cabinet minister, a banker and a railway magnate, as well as the other smaller capitalistic fry, upbraiding the farmer for holding the wheat this year, and giving them a little homely at the same time. Great as is the success of the Grain Growers' Association, it may be made greater by extending the organization into the districts away back from the railway centres. There is room for a good branch around Glenhurst, but none of us appear to know how to go about to form one.

JAMES CARRUTHERS.

Harris, Sask.

A STORY IN A LINE

Editor, Guide:—I just sold a car of oats to the Grain Growers' Grain Company at Calgary and made \$64 more than any place else.

F. H. JAMES.

Carstairs, Alta.

PUBLIC AND PRIVATE RAILWAYS

Editor, Guide:—I am sending you a couple of dollars in payment of my subscription to the Grain Growers' Guide. I don't know what my standing is with THE GUIDE, when or how I became a subscriber, I only know that sometime last summer I commenced reading your articles, and at once became interested. It is quite refreshing to find a paper that undertakes to set forth sound principles that make for the common weal. I have

been especially pleased with THE GUIDE's stand on the question of public ownership, a question of which I have been in a modest way a student for now quite twenty years.

Not alone do we want public ownership of elevators, but public ownership of the entire transportation problem, as well, I say this advisedly. Just the other day I got from the Statistical Department at Ottawa, a copy of the Railway Year Book for 1909, in which I got the best confirmation of this, that I have yet seen, and as it is brief and to the point, as well as astounding in its character, I quote it here, believing that it will be in the best interests of the Grain Growers of the west, to give it their very earnest consideration.

The following is the statement as taken from the report of the Chief Commissioner of Railways for New South Wales for the year ending June 30th, 1908.

"Additional safety appliances and improvements have been made at various places and every reasonable precaution has been taken to insure safe working, but much has yet to be done in the interlocking points and signals at many of the larger stations, and provision is being made to proceed with these improvements within the current financial year. In this connection it may be stated that during the past seven years \$24,000,000 passenger have been carried and only one member of the travelling public was fatally injured owing to accidents to passenger trains.

The foregoing is the statement referred to upon which the Chief Controller of Railway Statistics for the Dominion Government reports as follows: "When a statement like that is contrasted with the fact that during the same period of seven years 246 passengers were killed by the railways of Canada, out of 145,999,997 carried, the inference is unavoidable, that there may have been some connection between the facts set forth in the first sentence of the quotation and those of the second. In other words, the safety appliances in New South Wales were effective, while the absence of them in Canada in a measure led to melancholy results."

There are two points in connection with the foregoing statement that I would like to impress upon every reader of the Grain Growers' Guide. That New South Wales with a population certainly not one-third of that of the Dominion, carried double as many passengers on the trackage vastly less than ours, while in passenger killing capacity they stand as 1 to 246 of ours. Why, might I ask, this mighty difference in the two countries? The answer is self-evident, whereas the railways in New South Wales are owned by the people and operated entirely with a view to their interests; on the other hand the railways of Canada, while they are built and paid for by the people of the country are owned by the corporation and operated with a view solely to the production of large dividends for the promoters.

Might I be permitted modestly to call the attention of our three great opponents of the public ownership of railways in the Dominion of Canada to this statement of their bureau of statistics, which is unquestionably entitled to their most earnest consideration.

Wishing the Grain Growers Guide the Compliments of the Season and also unlimited success in their great fight on behalf of the great wealth producing portion of the population of our country.

SIMON THOMPSON.

Douglas, Man.

A Spritd- Charger

"Therence, what is the doctor's diagnosis of your case?"
"He hasn't told me yet, but I'm bettin' it'll be iv'ry cent av tin dollars."

Proof of the Pudding

Shoe Dealer—Here are a pair of boots that will suit you exactly in your next dash for the Pole. How did you like the last pair I sold you?

Arctic Explorer (reminiscently)—The best I ever tasted.

A Sporting Anatomy

Patient—"I'm an awfully unlucky Johnny. I've had bicycle knee, tennis elbow, golf wrist, motor face—what's wrong now?"

Doctor—"You've got aeroplane lungs"

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G. R. Dunning, Tuxford, Sask., Jan. 8th, 1910.
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(Purchase Price \$18.00)

O. H. Woods, Aldrie, Alta., Jan. 9th, 1910.
"I must say that it (the Domo) is giving me perfect satisfaction. Much better than I expected for such a low price. I consider it is as good as the high priced machines."
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N. A. Douglass, Hartney, Man., Jan. 4th, 1910.
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