

believe that in every electoral district of the prairie provinces, and even in some of the urban constituencies, the people of Western Canada will give overwhelming support to the candidate standing on the farmers' platform. No such opportunity has ever come to the people of the West. More conventions are being called for the nomination of candidates. In every constituency the farmers should be alive to the needs of the hour. Now is the time to get the candidates into the field. The kind of candidate required is the one who honestly and sincerely believes in the principles enunciated in the farmers' platform. Such a candidate may not be a farmer, but he will necessarily be a democrat to the hilt. There will be forty-three members to be elected from the prairie provinces in the next Dominion election and it should be a solid forty-three on the farmers' platform. It should be men who believe in principles, who believe in democracy, and who are not tied to any narrow political party that is seeking only party advantage. If the farmers today are active and get their candidates in the field they have the battle half won. A solid front from the West will change the situation in Ottawa greatly for the better.

RAILWAYS AGAIN BEGGING

Rumor has it that Canada's mendicant railways are again besieging Ottawa for cash grants with which to carry on for another year. Similar rumors in former years have proved all too sure of fulfilment, and it would not come as a surprise to the public if the railways were again successful. The officers of the railway companies, in question have expressed resentment at the idea of nationalization recommended in the Drayton-Acworth report. They would prefer a continuation of the policy of meeting their deficits with the people's money. They are sparing no efforts

to impress upon the government at Ottawa their demands for assistance. While this is being written and read, money that is badly needed for rolling stock and other equipment is not being spared in conducting their campaign at the capital. A highly trained and most unscrupulous lobby is exercising its finest arts in an endeavor to get another grant from the treasury. The unsettled political atmosphere, with the possibility of an early election, makes things propitious for their schemes, since of the \$24,000,000, which it is reported will be required, a considerable portion would doubtless find its way into the campaign funds of both political parties.

Politicians of both political parties, however, would be well advised to take cognizance of the increased sentiment in favor of nationalization since last session. That sentiment has been steadily gaining force and the Drayton-Acworth report has done more than anything else to crystallize it. The outburst of indignation at each previous raid shows that the people are getting tired of this annual hand-out to the railways, and they are less disposed than ever now that a feasible concrete plan for the solution of Canada's railway problem has been indicated by the majority report of the royal commission.

A FUEL CONTROLLER APPOINTED

The Dominion government has appointed C. A. McGrath, chairman of the International Waterways Commission, as Fuel Controller for all the territory East of the Rocky Mountains, and has announced the intention to bring about the immediate operation under government supervision of the Western coal mines. The same co-operation which should exist between the food controllers in the United States and Canada will likely be carried on between Mr. McGrath and the American fuel controller, Mr. Peabody. There is a

fuel shortage in the United States, and the most efficient distribution is essential. Mr. McGrath is making a survey of demands for bituminous coal during the summer and next winter from every Canadian consumer. He asks for total quantities and monthly requirements stated honestly and immediately to his office at Ottawa. The hard coal situation is not so serious, but now is the proper time for people to get in their orders, so as to facilitate movement before the fall grain rush.

The fifteen per cent. increase in freight rates which the railways are seeking would increase the annual earnings of the railways of Canada by \$31,000,000. Of this tremendous total no less than \$19,000,000 would go into the coffers of the C.P.R. If the increase is granted it will take some explaining to satisfy the people that the C.P.R., which is paying such big dividends under the present rates, is entitled to another concession that amounts to \$2.50 a head for every man, woman and child in the Dominion.

Why shouldn't the government take for war purposes every cent of a man's income over \$50,000 and a good big slice of it under that amount, beginning with those who have anything above the actual means of subsistence?

War taxes should be placed upon the rich so heavily that they would realize that a sacrifice is necessary. Plenty of our wealthy people are talking about economizing and about making sacrifices when they don't know what it means.

A properly graduated income tax would force the people of Canada to pay for the war in proportion to their ability to pay. The income tax is long overdue.



THE STRENUOUS LIFE

(A Coalition Government would make the burden easier to carry.)

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