

mon sense and justice and it is a subject which the organized farmers can well afford to interest themselves in.

IS HUDSON BAY ROAD SETTLED?

Rumors are current that the Dominion Government is willing to accede to the persistent solicitations of Mackenzie & Mann for the ownership and control of the Hudson Bay Railway, and that, if parliament can be induced to sanction the proposition, the road to the Bay will be part and parcel of the Canadian Northern Railway system. Of course these are rumors but we know as a matter of fact that Mackenzie & Mann have spared no effort in an attempt to secure control of the road to the Bay. If in spite of the unanimous demand of the entire population of Western Canada, parliament hands over the Hudson Bay Railway to Mackenzie & Mann it will be an outrage without parallel in Canadian history. It will be conclusive proof that the last vestige of "government by the people and for the people" in Canada has disappeared and that "Special Privilege" is supremely triumphant. The leaders of both parties are strangely silent upon the subject. What will Canadian Northern control of the road to the Bay mean to the West? It will mean the cheapest road that can be put together and will not cost more than one-half the cash subsidy and bond guarantee which the Company will secure from the Dominion Government. It will mean a service that will be useless to Western Canada, because the Canadian Northern Railway will not favor the short haul to the Bay at the expense of their Eastern lines. Any person who has had experience on the branch lines of the C.N.R. in Western Canada will have an idea of what the Hudson Bay road will be, if they are allowed to build it. The freight tariff would be exorbitant and aimed to restrict rather than to encourage traffic. The Railway Commission have no control whatever over the freight rates, as experience has proven. The road to the Bay, if operated by the Canadian Northern, will be a curse to Western Canada. It will be of no benefit whatever in reducing freight rates; it will possess few if any of the modern facilities which are needed to place Western farm products on the European markets. The only benefit will be the graft that will go into the pockets of Mackenzie & Mann. The Canadian Northern already has a line from Winnipeg to The Pas on the Saskatchewan River, which is 480 miles from the Bay. The last 90 miles of this road from Hudson Bay Junction to The Pas was built four years ago. Mackenzie & Mann received a land grant of 12,800 acres per mile to build those 90 miles. This grant was all for good prairie land worth at least on an average \$8.00 per acre, making the subsidy \$102,400 per mile. This 90 miles is the most heavily subsidized piece of railway road in the world. It is very cheaply constructed and was built merely to get a land grant. The actual cost of building that 90 miles of railway was not to exceed \$5,000 per mile, thus Mackenzie & Mann got \$97,400 to build a railway 90 miles long, which cost them \$450,000. Had the charter not lapsed the same land grant would have applied clear to the Bay. Mackenzie & Mann have built an enormous railway system in the last fifteen years upon wind. They have taken toll from practically every province in Canada and enormous toll from the Dominion Government. In return they have given the poorest railway service possible, and every effort has been made to squeeze the last cent out of a long suffering public. Is this to be tolerated further? Will the people of Western Canada permit the Hudson Bay Railway to go into the hands of Mackenzie & Mann? For twenty years the Hudson Bay Railway has been one of the dearest hopes of the Western people. If it is built and operated by the Government it

will prove an untold blessing. If it is bartered away to Mackenzie & Mann or any other corporation it will complete the Railway monopoly in Western Canada and will rivet upon the Western people the shackles of slavery from which they will not be able to free themselves in any way short of a revolution. Now is the time to act. The Ottawa delegation must make their case clear upon this point. Better no road to the Bay than owned and operated by Mackenzie & Mann.

SOMETHING ABOUT LEATHER

Among the many mergers organized within recent years among manufacturers, the tanneries have, perhaps, the most complete, and none affords such a striking illustration of how the protective tariff enables the manufacturers, who are the largest beneficiaries of the system, to help themselves at the expense of the public. Of the cost of producing leather, 62.57 per cent. is made up of raw material, and 17.40 per cent. wages of workers. The raw material is largely composed of hides which are admitted free and the manufacturer gets a draw back of 99 per cent. on duty paid on such articles as casein and stearine. So that the tanner gets practically all his raw material free of duty. For every \$100 worth of manufactured goods the leather manufacturer pays for material, \$62.57; wages, \$21.40; miscellaneous expenses such as cost of fuel, heat, interest, municipal and provincial taxes, rent of office, power and work, \$2.54; leaving \$13.49 of profits or surplus. The customs duty enables him to add \$17.50 to this \$100, charging the manufacturer of boots and shoes, harness, etc., \$117.50 for what actually costs him in raw material, labor, and miscellaneous expenses, \$86.51. Be it noticed that he practically pays no duty on his raw material.

According to the census of 1905, there was manufactured in Canada, leather to the value of \$15,142,217. Canada exported leather that year to the value of \$1,847,756, leaving for home consumption \$13,394,461. That the manufacturers of leather have complete control of the Canadian home market is indicated by the fact that the importation of leather that year was \$108,829. So that whatever leather went into boots and shoes and harness was manufactured in Canada under a protection of 17 1/2 per cent.

In the manufacture of boots and shoes, for every \$100 worth of the finished product, the ratio is, for material, \$59.49; wages, \$21.30; miscellaneous expenses, \$2.62. The principal item of raw material is leather on which he pays 17.50 per cent. to the tanner. Canadian manufacturers, according to the census of 1905, produced \$20,264,686 of boots and shoes, and Canada imported that year \$1,178,749 worth on which we paid a duty of 30 per cent. That year the government collected a duty on imports of leather of \$18,300, and imports of boots and shoes of \$353,600. The people paid the manufacturer of leather 17 1/2 per cent. on \$13,394,000, and the manufacturers of boots and shoes 30 per cent on \$20,264,686 or upwards of eight million dollars. That is certainly making the people pay very dearly for the paltry revenue which the government derives from leather and boots and shoes. No wonder the Canadian farmers are rising up in revolt against the present method of collecting revenue for the carrying on of the government.

It would be an interesting calculation to know how much duty the Canadian farmer has to pay on the hides he sells the tanner when he buys them back in boots and shoes.

While plans are being laid to go to Ottawa, the organization must not be neglected. It is poor tactics to leave home unprotected and devote all energy to a foreign invasion.

ON TO OTTAWA

December 16 is to be Farmers' Day at Ottawa. "On to Ottawa" is now the slogan of the farmers all over Western Canada, and the prospect is for a most representative delegation. This is a crucial time in the history of the organized farmers' movement and it is also the turning point for democracy in Canada. The farmers have put their shoulders to the wheel and there must be no cessation until the task is completed. The members of the House of Commons will learn from the bearing of the farmers' delegation that they mean business. Up to very recently farmers and their demands have been a joke at Ottawa. Of course there are members occasionally who deliver a well sounding address for Hansard and there are occasional members who try to protect their constituents. But the general welfare of the farming community receives scant attention at the hands of the members of the Commons and Senate in general. Very often there are well meaning men elected by farmers to represent farmers. They go to Ottawa and fall into the genial company of city members who stand for corporation rule very often. The man from the country too often falls either to this influence or to the seductive call for "the good of the party." There is no effort spared at Ottawa to lick every man into line. Independent men are feared by both political parties. "Better a decided opponent than independent," is the stand of each party. Why? Because the growth of an independent spirit spells the doom of the blind partizanship which has broken down representative government in Canada and reared upon the ruins the feudalism of privileged wealth.

On November 8 the people of the State of Oregon will vote upon a bill creating a board of People's Inspectors of Government. The legislature of course did not originate this bill, but it was brought forward by the use of the Initiative. The bill provides for the appointment of a board of three men, who will be elected at large, and who will publish a monthly magazine setting forth news of the legislature and government. The magazine will be sent free to every voter and will take the place of the official gazette. This scheme is certainly an innovation and it remains to be seen what action the people will take upon it. Oregon is making history every day and is leading the world in democratic government.

When the farmers have made out their case at Ottawa in December, they must not think their case is done. Several good reliable farmers should be left at Ottawa during the session to watch proceedings and see that the members are kept posted on the needs of the people. The farmers must maintain a "lobby" if they hope to get a square deal. The manufacturers know the value of a "lobby" and never neglect it.

If the public business of Canada had been conducted in a business-like manner since 1867 there would have been saved to the people several billions of dollars. There are still billions to be wasted so it is worth while to seek improvements.

By reducing the Tariff on what the farmer has to buy it automatically increases the revenue from what the farmer has to sell. In addition, a Tariff reduction breaks down the power of the classes that exact annual toll from the agricultural classes. The Ottawa delegation is a movement for freedom.

"Principles be blowed, we're out for the stuff." Don't forget the new slogan of the protected interests.