

as regards the Philippine Islands with the promise of quitting when the inhabitants can successfully govern themselves. Rather strange if so thirsty to add to her domains the U. S. did not proclaim annexation? Nothing to stop her in either place. The truth is she was bent in this on doing a kindly act that, from now to eternity, will redound everlastingly to her credit. But coming closer home you would think she would at least want her house in order before coming to annex Canada. Yet you will find that only recently she refused to annex two of her own territories into statehood. No, Mr. Peanut Party Politics, the U. S. don't want to gobble up Canada. Rather centre your fear on the danger of the Yellow Peril. Look out that China and Japan don't start a trillion or more souls on to British Columbia and like the locust sweep down and destroy you in a night.

H. M. THOMPSON.

Daphin, Man.

RAILWAY BADLY NEEDED

Editor, Guide.—It is very gratifying to see the stand taken by The Guide on behalf of reciprocity, and if the farmers will throw aside partyism at the present time, they will undoubtedly get the half loaf which is better than no bread. Millionaire Sifton, Mr. McGrath and Mr. Geo. E. Foster to the contrary notwithstanding. Mr. Sifton has climbed up to his present position on the backs of the farmers of this country and like a good many more has become rich at their expense, and if his ambition towards the premiership and a title to his name could be had by supporting the reciprocity agreement I think he would be found supporting it at the present time. As for Mr. McGrath, I think it would be more in the line of his duty to spend his time on the floor of the House of Commons trying with the aid of Parliament to force the C. P. R. to build the Lethbridge-Weyburn road for which they have held the charter, but will not build, although there are hundreds of Mr. McGrath's constituents living or being slowly starved out on their homesteads waiting for the road to be built, and I can assure him we view his attitude with grave doubt as to his sincerity in the matter, and I may also say that if he is sincere in regard to the reciprocity question, why not resign his seat now, seeing his constituents are to a man in favor of it. We are certainly not asking a high tariff in our behalf to make us loyal, and I venture to say that all this patriotic talk of the manufacturing interests will disappear like a mist before the noonday sun if Mr. Fielding or Sir Wilfrid Laurier were to give way to the request of the organized farmers and give a preference to Great Britain of 50 per cent. I trust that when Mr. McGrath is on his trip to the coronation, he will study the Initiative, Referendum and Recall, as the farmers in his constituency have made up their minds to support Direct Legislation. In conclusion let me advise that the farmers stand by reciprocity, also operation of the Hudson's Bay Road by a board of farmers appointed by the farmers of the Western Provinces, as this will be the only means of our wheat reaching the British market unhampered by the elevator companies. Mr. Partridge's stand at the present time is worthy of the commendation of every farmer, and if they will support their own company in the sale of their grain as well as in subscribing for the capital stock of the company, they will be looking after their interests in a business way, until we get Direct Legislation to control our members of Parliament.

JOHN B. ALLAN.

Lethbridge, Alta.

WHAT OUR FUTURE MAY BE

Editor Guide.—Reciprocity is now the topic of the day. The people of Western Canada have loudly declared that nothing will satisfy them short of the following action by the Canadian Parliament during the present session.

1st. Ratification of the reciprocity agreement now before the Parliament.

2nd. Complete abolition of duties upon agricultural machinery and implements.

3rd. Increase in the British preference to 50 per cent. of the general tariff.

And now let us see what chances we have to get satisfaction. I may be a pessimist but I think it is very improbable that our partners of the East, I mean the manufacturers and retail merchants, the railroad combines, the flour mills and all other corporations will let the matter go the way the people of the West want it

without putting up a tremendous fight with all the tenacity of their rabidness and all the strength of their millions and of their organizations. A country is always a firm. Did you ever see a company of two men where one of the two partners always tries to cheat and defraud the other party? If you did you can have a pretty clear idea of the actual situation. By virtue of the act of 1879 the Eastern Provinces and Western Canada have been bound together by a kind of partnership under the firm "Dominion of Canada." The eastern provinces are fond of saying, and try pretty hard to make other people believe that the East is building the West. It may be true and it is certainly true to a certain extent, that in the first stage of colonization the eastern provinces have given the West the first impulse. But it is a long time now since we have fully repaid them for that, and with pretty fair interest, I dare say. In fact, I affirm that it is Western Canada that is now building the eastern provinces. What need for us to spend the best of our work to fatten the selfish financiers, the rapacious corporations of Eastern Canada? In two years we can put up a government owned Hudson's Bay Railroad. We have few manufacturers in the West, but we can have free trade with the States, with England, with France, with Germany. All the countries need our wheat and our beef. We have in the West politicians just as clever as in the East. We can build a colony of our own, the richest grain growing and cattle raising country. We can get the benefit of free trade with the half of the world, and if our neighbors, the people of the East, really think that a high tariff is any good to them, we can give them the satisfaction of taxing 100 per cent. on all their products. If this separation is to come it would be the best thing ever happened to the West. Let us invite all the free traders and all the honest farmers of the East to live with us in our Western country. We will make it the standard in the world.

MAURICE CONSTANTINE.

St. Claude, Man.

[Note.—If the Western people will see that their representatives really represent them the West will get its due. We must not be faint-hearted in the fight. The Eastern people are not against the West by any means. It is only the selfish interests.—Ed.]

HUDSON'S BAY ROAD

Editor, Guide.—If we in the West ever had the government at Ottawa in a tight place, it is now. This is the greatest opportunity we may have in twenty years to demand the immediate government building and government operation of the 410 miles of the Hudson's Bay Railway now unfinished. Let us make this an unqualified condition and force the government to make appropriation at the present session to finish the road in one operation, not to consume more than two years. By this time the people's road may be fully organized ready to operate the line. Already two years time has been spent in surveys, whereas the C. P. R. was completed in only five years.

LAWRENCE GALT.

Saskatoon, Sask.

CRITICIZES MR. PARTRIDGE

Editor, Guide.—I desire to take exception to Mr. Partridge's letter on Co-operative elevators. First, I think he hardly knows the ideals he is hoping and working for or I might say just how he is going to bring about a better system. I desire to tell him that the only way is by united action. I must say, also, that the commissioners' findings were good and I consider the legislative measure would be hard to beat. I have no love for either of the old parties. I am a Socialist first, last and all the time, and national co-operation is Socialism. "Equal rights to all and special privileges to none." Yes, stay with the game, we have them on the run, but we must keep up the charge and take their forts and hold them after capture. As to pledging candidates, no, it is all rot. Act like men and choose men who have our principles at heart. We have plenty such stuff in our ranks, men that can make the average member ashamed of himself. I have fought in this army now 37 years and see victory in sight. Hold the fort, workers, and unite. Do not let trifles hinder you but put together is my only wish.

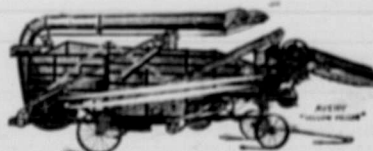
B. F. WOODFRED.

Ituna, Sask.

Ask the Man Who Owns



AN AVERY UNDERMOUNTED ENGINE



Or a YELLOW FELLOW SEPARATOR

TESTIMONIAL

Netherhill, Sask., Nov. 21st, 1910.

Haug Bros. & Nellermeoe Co., Ltd., Winnipeg, Man.

Dear Sirs:—The 30 H.P. "Alberta Special" Avery Engine you sold to me has been very satisfactory to date. It is capable of pulling ten plows, fourteen inch breaker bottoms, in the heavy land of this Eagle Lake District, on the high speed gear, which, however, is too fast for good work. It does fine work with ten on the low gear. Yours truly, (Sgd.)—D. J. MacDonald.

It will pay you to get full particulars before placing your order

Haug Bros. & Nellermeoe Co. Ltd.

WINNIPEG

MANITOBA



As It Looked Before the Storm

HAIL INSURANCE

IF YOU WANT THE BEST HAIL INSURANCE OBTAINABLE YOU WILL INSURE IN THE

HUDSON BAY INSURANCE COMPANY

\$70,000 Deposited for Protection of Policyholders with Federal and Provincial Govts. \$70,000

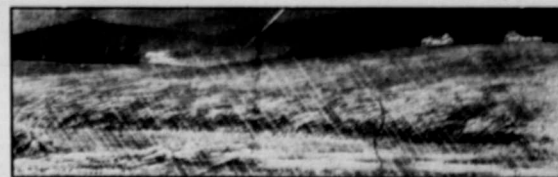
Our Policy is a Definite Contract. Satisfaction from Beginning to End. THE ONLY Company Licensed by the Dominion to do HAIL INSURANCE

Prompt Adjustments "He settled on the spot for \$1,070.40. Speedy Settlement —Holmgreen Bros., Hanley, Sask.

Secretaries of Grain Growers' Associations should correspond with us so that they may be able to fully inform the members regarding the important matter of Hail Insurance.

THE ANDERSON & SHEPPARD CO., LTD.

General Agents MOOSE JAW, SASK.



The Same Field a Few Minutes Later

When writing to Advertisers Please mention The Guide