

lished in THE GUIDE. There is plenty of time to make this great scheme a remarkable success, and every farmer in the West should give thought to it. Reports from Washington say that President Taft is very willing to open tariff negotiations with Canada and to arrange for closer trade relation. Taft is beginning to see that there is a feeling all over the United States against the Payne-Aldrich tariff and the President is wise enough to pay attention to the popular feeling. Reports from Ottawa say that the Dominion government is willing to meet President Taft half way. There seems no reason when popular sentiment in both countries is so favorable to reciprocity, why the matter cannot be easily arranged. Better trade relations between United States and Canada will mean stronger friendship between the two nations, and will for ever make an end to the possibilities of war and talk of war between United States and Canada. There is every argument in favor of reciprocity between the two countries.

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### DIRECT LEGISLATION GAINING GROUND

A Direct Legislation League has recently been started in Calgary and is supported by a number of the leading men of that city. Others of a similar nature are taking form in various parts of the West. As the advantages of the Initiative, Referendum and the Recall become known, they will appeal very strongly to thinking men. In United States, Direct Legislation is now a live question in fully half of the states of the Union. It is becoming daily a bigger question in Western Canada and it is a subject worthy of the study of any man. Let us hope that it will spread all over Canada from the Atlantic to the Pacific, and that the full control of provincial and national affairs will be vested in the people.

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### REGINA LEADER TROUBLED

The Regina Leader sees great difficulties in the way of government ownership of the Hudson's Bay Railway. In fact The Leader is from Missouri and wants to be shown that government ownership is feasible, and if so, it is in favor of government ownership. The following are some extracts from The Leader of September 14:—

"The Leader is favorable to the policy of government operation of the Hudson's Bay road if it is feasible and can be worked out to the advantage of the people of the West. We trust it can be.

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"There would be no guarantee that the wheat shipped from the C. P. R., C. N. R., and G. T. P. points throughout these provinces would be hauled to The Pas to be turned over to the government line. These companies, or any one of them, would not be interested in making the Hudson's Bay route a success; rather the reverse. The government road would be at the mercy of other roads for its traffic. True, freight routed by the shipper "via H. B." would have to be sent, but the railways would undoubtedly hamper and discourage such shipments as much as possible."

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"On the other hand, if the government build and own the Hudson's Bay line, but lease it to some company to operate, the foundation principles of that lease will undoubtedly be, first, that the company return to the government interest on the cost of construction; second, that the rates for freight over the line shall be controlled by the government, and, third, that all other systems shall have running rights over it."

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"Another consideration to be borne in mind is that the Hudson's Bay route will be only open for traffic four or five months out of the twelve. During this short period of operation business must be handled in a rush and a very large quantity of rolling stock will be required to do it expeditiously. If the government operate the road they must provide this rolling stock, and the question naturally arises,

What use will they make of it during the idle part of the year?"

The Leader says in case of government ownership all the other railways will hamper and discourage shipments over the Hudson's Bay Railway. There is no doubt about the truth of this statement, and we believe if Mackenzie & Mann or any other company operate the railway they will not attempt to make the road satisfactory either. If the railway commission is any good at all it certainly should be able to handle the other railways if they combine against the Hudson's Bay railway under government operation. Again, the Leader points out that if the road is leased to a company to operate, the government will secure interest on the cost of construction, but this is of no advantage because they will receive back the same interest that they are paying on the money invested so that the investment would return no profit whatever. The suggestion that the railway commission would control the rates over the Hudson's Bay railway in case it were leased to a company to operate, would not find favor in the eyes of Western farmers. The railway commission has been working now for a number of years but it has never yet been able to do anything of importance towards making freight rates equitable. The railway companies seem to be able to beat out the railway commission at every turn, and the only method by which the freight rates can be brought down to a reasonable level is by real competition. If the road to the Bay is owned and operated by the government and all the other railways have running rights over it, the Leader's claim about the vast quantity of rolling stock which the government will need, does not seem reasonable. There will be very little traffic originating in the district through which the Hudson's Bay railway will pass, at least for a number of years. The chief shipments over this road will be grain and live stock and they of course will be shipped in cars belonging to the other railways, and therefore the government railway would not require a great deal of rolling stock. The strenuous efforts that are being made to show that the government should not operate the road are not founded on reason. If the government wants to make the Hudson's Bay railway of real value to the West it can do so, but it must not take its advice from the other railway corporations.

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### DON'T LET IT END IN TALK

How often we hear some intelligent person explaining in a most convincing manner what is wrong with conditions today. He knows where the chief blame lies and points out the remedy. But when it is suggested that he take an active part toward a reform he holds back and says that he is too busy or it is no use or something else is wrong. We hear such things every week. That is the class of people who are largely to blame for present conditions. Ignorant people who do not know what is wrong nor how it can be remedied cannot be blamed. But the man who does know and therefore has the power to act and will not is to be blamed. Such men should remember that in the Divine plan of creation man was not made to be selfish. Every man was made with duty to perform; not only to himself but to his fellowman and to his Creator. The man who does not take hold and help to right a wrong when he knows it is wrong is derelict in his duty to his fellowman. The world would never move ahead if every man was entirely selfish. A man's mind must see and plan beyond the confines of his quarter section or he is missing his great mission in life, namely, the opportunity to take his part in the great work of mankind. When you know that a thing is wrong, say so, and then don't stop at that. Do something. Kick something and kick hard. If you keep on you will soon have help and the work you started upon will be accomplished.

### FREE TRADE IN NATURAL PRODUCTS

In the Toronto Globe of September 14th, the following statement appears:—

"The farmers of Canada are said to be in favor of the free interchange of farm products with the United States. If this be so the various farmers' organizations would do well to say so in some official way before negotiations with the United States are begun."

The farmers of Canada are certainly in favor of free interchange of farm products with the United States, and have good reason to be so though they have not unitedly made the statement officially, but we expect they will do so at Ottawa this winter. When it is considered that cattle at Buffalo are worth 75c. per hundred more than at Toronto, and hogs \$1 more, the advantage to Eastern Canada can readily be seen. In the West, wheat of the same grade is worth 10 cents a bushel more at Minneapolis than at Winnipeg, while cattle are worth \$2.00 per hundred at Chicago more than at Winnipeg and hogs \$1.00 per hundred more. These are just a few items but more could be enumerated to show that the farmers of Canada have everything to gain by free trade in natural products with the United States.

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Sir James Whitney, premier of Ontario, is over in England talking imperialism and loyalty and favoring the scheme originated by Chamberlain. Whitney finds that the Empire is going to fall to pieces unless it is cemented together, by protection against the rest of the world. There is no doubt that premier Whitney is one of the best premiers in Canada, and that he conducts the affairs of Ontario pretty well, but when he gets over in England, his title seems to bother him and he says things that indicate that Ontario and not the empire is his best field of action.

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The farmers' cause is gaining ground every day. Public opinion is steadily being formed in favor of tariff reduction and the other demands of the farmers. Influential journals are coming out more strongly than ever, and the farmers are beginning to be of some importance in the eyes of the business world. Why? All on account of organization. Moral: Keep on organizing.

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Arkansas included Direct Legislation in the state constitution by vote of the people last week. This makes the ninth state that has adopted the Initiative and Referendum. The list now is: South Dakota, Oregon, Nevada, Montana, Utah, Missouri, Oklahoma, Maine and Arkansas. Many other states have the principle included in their city governments.

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Thanksgiving Day is set for Monday, October 31st. Why can't we have Thanksgiving made a fixed, instead of a moveable feast, then we can plan on it as far ahead as we like.

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How many local branch associations have discussed the scheme of sending a delegate to Ottawa? It would be a splendid subject for discussion.

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Laurier is back at Ottawa now. He has learned more about the West and its needs in two months than he ever dreamed of in the past fourteen years.

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Government ownership means ownership by the people.

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Direct legislation is the great necessary step towards true democracy.

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