

said, "is an increment of the value that is now a possession of the people of Canada, and, if this act passes, that will go to the speculator. Why should the speculator get that for nothing? The principle is bad and cannot be defended."

In spite of these and many other protests, however, the bill was passed and the price of warrants, which had already advanced in anticipation of the extension, went still higher. In October last warrants which had been bought from volunteers for from \$200 to \$500, were selling for \$1,000. By December 1, owing to the fact that there were still some 300 warrants unlocated, with only a month in which the land could be selected and entry made, the price had declined to \$860, but on December 4, according to press despatches from Ottawa, Hon. Robt. Rogers, minister of the interior, announced that an extension of another year would be granted. The price immediately went up to \$900, but when Parliament adjourned on December 7, without the necessary bill being introduced, there was a slump of \$120 in a day. On Monday, December 18, warrants were quoted on the Winnipeg Stock Exchange at \$800 bid and \$900 asked, those interested evidently being satisfied that Mr. Rogers will carry out the promise he is reported to have given and secure the passage of a bill to grant another year's extension. Every reason given against the extension granted in 1910 has double force now. It is doubtful if a single South African volunteer at present holds an unlocated warrant. Every warrant might have been located long ago. A further extension would be solely in the interests of speculators and to the disadvantage of the bona fide settlers. We trust that Hon. Dr. Roche and Messrs. Meighen, Sharpe and other members of Parliament who opposed the last extension will be equally vigorous in their denunciation of any further move in this direction.

WHO IS TO BLAME?

Day by day letters are pouring into The Guide office telling of the congestion in country elevators and the tremendous shortage of cars. There are from 25 to as high as 400 names on car order books all over the country, and the cry everywhere is "We want cars." The business of the farmers is completely demoralized, and through no fault of their own. Thousands of farmers are unable to meet their bills because they cannot even get their grain into a place where they can raise money on it, to say nothing of making a sale. Business is tied up everywhere simply because the farmer is not able to get any money in return for his year's labor. There was never a better illustration than the present year of how much the prosperity of the country depends upon the prosperity of the farmer. It may drive itself home to some of those people who are little inclined to give a square deal to the farmer. But who is to blame for the demoralization of traffic? More than a year ago it was known that there was a very large acreage ready for crop. In the early spring there was every prospect of the greatest crop in the history of the country. Everybody expected it. The railway companies were predicting wonderful results from the country. But the crop did not pan out, and a large amount of it is yet unthreshed. What have the railway companies been doing? Why were they not prepared? They had all the warning that was possible. They have proved themselves totally inadequate to cope with the situation. But these same railway companies only a few weeks ago were fighting to keep traffic going "East and West." The country today would be mighty glad to see them keep it going in almost any direction. It cannot be a shortage of money on the part of the railways. The three big companies all have pipe lines to the Dominion treasury and have been milking the public, with the approval of the government, for

years. They get about everything they ask for. Their officers are rolling in wealth. But despite all this they are not giving service to the people. The situation today in the West cannot be described as other than a national calamity. There is criminal negligence somewhere. Where is it? What is the railway commission doing to effect a remedy? What are the federal or provincial authorities doing? The banks are reported to be tightening up on the farmers also. The country elevators are full and in a few weeks the terminals will also be full. The C.P.R. is the only "East and West" outlet to the East. It cannot begin to handle the traffic. It is the duty of the federal authorities to compel the railways to make low rates so that our grain can reach markets over the American lines. If there is any desire that the Western farmers should be allowed to exchange their grain for the bare and absolute necessities of life, and to pay their bills, now is the time for the authorities to act.

TRUE CO-OPERATION

During the next few weeks a large number of subscriptions to The Guide will expire. We are under very heavy expense and we want to ask our readers to help us by sending in their dollar for renewal promptly. We will not say anything about the value of The Guide to its readers. They know as much about this as anyone. Let us have a shower of dollars and we will do the rest. Remember that the dollar you send meets less than one-third of the cost of sending you The Guide for one year. It keeps us hustling to get the other revenue necessary, so help us what you can. If you haven't a dollar just now, write and tell us and we will leave your name on the list till you are in better shape.

Just at this time we want to ask another favor of our readers. We are putting on a special campaign for subscriptions for the next six weeks. We are getting new subscriptions now faster than ever before in our history, but there are still tens of thousands of farmers in the West who should be reading The Guide. Our agents are putting forth their best efforts and we want our readers to lend a hand also. We don't ask for much. If each reader will send us one new subscriber before the end of January the result will be tremendous. When we get a very large subscription list we will then get the advertising revenue to make The Guide pay. Are you in this campaign with us? Do you think The Guide is helping to make conditions better in this country? If so, just help us in this way. Recommend The Guide to some friend or acquaintance, get his dollar, send it to us, and we will do the rest. This is a sincere and earnest appeal to our readers to help us.

POLITICAL CORRUPTION

In our Ottawa letter this week the situation in South Renfrew, Ont., is shown to be very interesting. The machine politicians have been busy manipulating, each with the object of getting their own candidate elected without opposition. It has resulted so far in the safe election of the local member, but now it appears that the Hon. Geo. P. Graham will have to fight for his seat. Regardless of the merits of the candidates, it hardly seems right that the people of South Renfrew should be compelled to obey the dictates of the machine without having an opportunity to cast their ballots. It might also be interesting to know what inducement was held out to the sitting member to resign in favor of Mr. Graham. There is entirely too much of this manipulation in the political field of Canada for the well-being of public morals. The whole situation in South Renfrew is but another example of how little regard the machine politicians of both political parties have for the rights of the people.

Provincial and federal governments in Canada have for years actively competed for the honor of guaranteeing bonds to Mackenzie and Mann for the construction of railways. Of course these guarantees will always build the roads and then leave a margin for other enterprises and the governments never ask anything in return. These same gentlemen and their friends are interested in huge mineral deposits and timber limits. When a private concern can secure the public credit to build railways to increase the value of their own property, they are certainly favored. And yet the game goes on. We now hear that Mackenzie and Mann are to build the road to the Bay on a guarantee of bonds. Any government, whether provincial or federal, that perpetrates such a gigantic fraud upon the people should be wiped out of existence by an outraged public.

Work on the Hudson Bay railway is being held up in order to get "more information." At least, this is the excuse being made by the new minister of railways. There can be little doubt that it is largely a political dodge to hold up the construction of the road as long as possible. The government is in full possession of all information which capable engineers have been able to secure. There is absolutely no legitimate reason why the work should not be rushed ahead with all speed. The big railway interests are, of course, opposed to this outlet to the European markets. They will exert every effort to delay it, and it looks as though the construction will not be any more rapid under the new government than it was under the old. We can rest assured that the Hudson Bay railway will be trotted out again at the next election as bait for Western voters.

Any man who wants to accumulate wealth is foolish to work. The best way is to buy some mud and hold it out of use while others labor to increase its value. If this is not convenient, then hire a man and start making something. This will be an "infant industry," so go to Ottawa and get a law passed paying you all your expenses out of the public treasury, and compelling the people to purchase your product at more than it is worth. You will then be a "steal" baron. If you cannot become rich in this way, then you may justly be considered a failure.

That so-called agricultural periodical published under the legend "Country Life in Canada," devotes the most important part of its recent issue to The Guide. It also rushes to the rescue of the Cockshutt Plow Co. and declares that

"Cockshutt plows are sold in both Canada and the United States in direct competition with the American manufacturers and at as low prices as any that prevail on engine gang plows manufactured by any other makers."

Exactly! This means more than \$100 less in Minneapolis than in Winnipeg. We are glad to see that "truth will prevail," even in the columns of the new organ of the manufacturers. The "shoe" evidently fitted.

The telephone users of Manitoba are having a very attractive New Year's gift handed out to them in the shape of increased rates. This is despite the flowery promises made a few years ago that under government ownership there would be a better service at a greatly reduced cost. The increase in telephone rates will certainly be a black eye to government ownership.

The Canadian political plum tree is shaking. Plums are falling in all directions. Some get the plums and some only the stones. The grand old tree has been doing duty for a long time. What would we do without it?

We trust that Arthur Meighen, M.P., is refreshing his memory on the agricultural implement tariff in order to give the people of his constituency a square deal.

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