

work of making life easier and more pleasant. Hoping to have the pleasure again in the near future of reading more interesting letters by old familiar names.

W. H. T. OLIVE.

Carbon, Sask.

#### THE LUMBER COMBINE

To All whom it may Concern:—The public at this time has been brought aware of the fact that the Mountain Mill Lumber Combine of British Columbia has boycotted all the retail dealers in the southern parts of the provinces of Alberta, Saskatchewan and Manitoba, until they have forced them to sign a contract, that they will refrain from purchasing any lumber from the American side. The Mountain Mill combine are now certainly secure in their position and will be able to dictate prices with a vengeance to the retail trade of the prairies, which is now at their mercy. We are also made aware of the fact that there is another combine called the Cement Merger, that is raising the price of this commodity to such an extent, that the conditions are not improved by using cement in place of lumber. What a grand spectacle in God's country, where combines have the privilege of extorting their prices for their commodity, or the rancher can do without his buildings or live in mud huts. It would appear to me that if the Dominion or provincial governments do not take this matter in hand, that our conditions will gradually become worse, and the finance of the country will work into the hands of the few, and there will be a repetition of the conditions existing in the European countries where the land and money is gathered into the hands of the few. To my mind the only way the government can assist us today in this matter, is to erect plants for the manufacture of cement in the different parts of the country, and to sell the same to the inhabitants at a small margin over cost. There is an enormous amount of material suitable for the manufacture of cement in the Western part of Alberta, and the Eastern part of British Columbia. I might beg further to state that when the cement plant was being erected at the town of Blairmore, the agent who was selling the stock of the company explained to the public, who were desirous of purchasing, that his company could manufacture a No. 1 cement from the material at hand at \$1 per barrel, and make ten per cent. upon the monies invested, and by the array of proofs that this gentleman had, the larger amount of the investing public put in their money. The cement is selling at factory at \$3.07 per barrel, F. O. B. Blairmore. If the government can see their way clear to give the farmers this assistance by getting cheap cement, the ranchers and all others connected in building can use a large amount of cement, whereby they will save fifty per cent. of their lumber bills and settle the question of lumber and cement combines.

A. J. McGUIRE,  
Pincher Creek, Alta., Oct. 26th, 1910.

#### DANGER TO H. B. R.

That the "Big Three" will fight to a finish to prevent the people of the West from getting the Hudson's Bay Railway owned and operated by the government is a certainty. They know that a government owned and operated Hudson's Bay Railway will end the present railway domination of the West. Do we imagine the men in control of the "Big Three" will let their hold on the people of the West be loosened so easily? We may not be able to see what they are doing, but we know that all that money, and influence, and brains can do, is being done to balk the West in her demand for competition in transportation.

Mackenzie & Mann already have a charter for a railway to Hudson's Bay, secured years ago—a charter without a time limit for construction. But as there have been no harbor facilities on the bay, Mackenzie & Mann have not built. But now that the government have shouldered the responsibility for the harbor facilities on the bay, as well as the construction of the road, Mackenzie & Mann have stepped forward, with their arms out to the government, to receive the Hudson's Bay melon. And the attitude of the government, in announcing in the Globe, of August 9th, that a partnership between the government and Mackenzie & Mann, in the construction and operation of the Hudson's Bay Railway was probable, shows that it was the intention of the minister of railways to build the road with

public money, and then hand it over to Mackenzie & Mann.

But now that Western opinion against private ownership of the road has made itself felt, so that the government can give the road to Mackenzie & Mann only in defiance of the West, these promoters will feel that they have been deprived of plunder that was theirs by all the laws of railway piracy. We can count on their being like the proverbial "bear robbed of her whelps." They will do all they can to jockey the people of the West out of the possession of a competitive trade route. What will they do? What can they do? Clearly what they can do is to build a road over the government surveys to the Bay, on the charter that they have held for years. If they start construction before the government they will build on the best possible route, thus shutting out the possibility of a government line. But before a railway can build they must have a carefully located line, which can be secured only after much preliminary surveying has been carried on, and exhaustive data obtained. Have Mackenzie & Mann these elaborate data with which to locate a line to the bay? Certain recent happenings answer this important question.

Some weeks ago the Winnipeg Free Press contained a notice that one of the Canadian Northern Railway Company's chief engineers, Mr. George Burns, I think, had just returned from looking over the proposed route of the Hudson's Bay Railway. The Free Press added that it was understood that the minister of railways had called upon Mr. Burns to act in an advisory capacity to the chief engineer of the department of railways and canals, in connection with the route of the Hudson's Bay Railway. It seems strange that the government engineers needed the help of a C. N. R. engineer to locate the line. It is especially strange in view of Hon. Geo. P. Graham's statement from the platform of the town hall in Langan, that there were no great engineering difficulties in the construction of the road from the Pas to the Bay—that, in fact, this five hundred miles of line could be built at once, if the government thought advisable. The reason he gave us for the delay in construction was the difficulty of securing the necessary harbor facilities on the bay. Yet, in spite of the Hudson's Bay Railway being a mere bagatelle in railway construction, Hon. Geo. P. Graham has thought it necessary to call in a C. N. R. engineer to help out the government's engineers! What does that mean?

As George Burns, the C. N. R. engineer in question, has been carefully over the whole route in conjunction with the government's engineers, who are still surveying preliminary lines, he has secured the fullest possible data as to the best route. The government, by calling in Mr. Burns, has given Mackenzie & Mann possession of all the valuable data. With these data in their possession the C. N. R. engineers can project the best possible location line from the Pas to Hudson's Bay, right over the government surveys. During the coming winter they can locate this projected line, and next summer can commence construction. Hon. George P. Graham has thus given Mackenzie & Mann access to data it has taken two years to obtain, which has cost the country several hundred thousand dollars. Do the people of the West think that Hon. Geo. P. Graham, in thus giving to Mackenzie & Mann free of charge several hundred thousand dollars' worth of engineering data, and making it possible for Mackenzie & Mann to forestall the government in the construction of the road, making it possible for Mackenzie to deprive the West of a competitive trade route, has acted in the public interest, or in the interests of Mackenzie & Mann? On the face of it does it not show that in the construction of the Hudson's Bay Railway the government is considering, not the interests of the people of the West, but the interests of Mackenzie & Mann? And these two promoters are the men whose railway was described three years ago by Traffic Expert Dillinger, of the railway commission, as "a road without a system." These two promoters are the men who control the railway which was included in the seathing denunciation delivered by Mr. Justice Macbee in Winnipeg a few weeks ago, in regard to the contempt in which the railways hold the laws of the land. In spite of Hon. Geo. P. Graham's intimate acquaintance with the facts that led the chairman of the railway commission to condemn the railways, the interests of Mackenzie &

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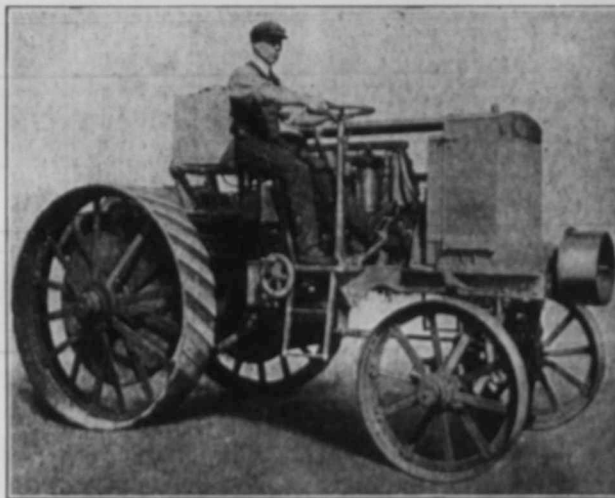
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