



## NOTICE TO CORRESPONDENTS

This department of The Guide is maintained especially for the purpose of providing a discussion ground for the readers where they may freely exchange views and derive from each other the benefits of experience and helpful suggestions. Each correspondent should remember that there are hundreds who wish to discuss a problem or offer suggestions. We cannot publish all the immense number of letters received, and ask that each correspondent will keep his letter as short as possible. Every letter must be signed by the name of the writer, though not necessarily for publication. The views of our correspondents are not of necessity those of The Guide. The aim is to make this department of great value to readers, and no letters not of public interest will be published.

## THE MANUFACTURERS' DEFENCE

Editor, Guide:—In your issue of January 3 appears a letter in defence of the manufacturers and the railroads. The writer is apparently ashamed of his name and signs himself "Old Liberal," but if he is as well paid for writing to the newspapers in behalf of the railways as the railway companies are paid for hauling freight out West, he won't care a fig what he signs himself. He says the reason the Massey-Harris people sell binders cheaper in Minneapolis is that 75 per cent. of the material is bought in the United States, which is subject to a twenty per cent. duty when imported into Canada thus increasing the cost of machinery to the Canadian farmer, but he entirely omits to mention that the Canadian government gives a drawback to the manufacturers when it is shown that the materials are raw materials for manufacturing purposes. He also forgets to state that the Canadian Manufacturers' association has an agent at Ottawa for the specific purpose mentioned. But aside from all this, if the Canadian manufacturer can buy this 75 per cent. cheaper in the United States would it not be better for the Canadian farmer to go a little further and buy the whole 100 per cent. in the shape of the finished machine? Undoubtedly it would. Again, if the Canadian manufacturer is being poorly dealt with, how is it that one firm alone namely, the Massey-Harris company, were able to buy a controlling interest in a firm capitalized at four million dollars? There's nothing poor about that. He says it is the excessive freight rates that cause machinery to be dearer in certain parts of Canada than in Europe. The fact of the matter is, before a machine leaves Canada for Europe it has to cover a long rail haul, and the real reason of the same machines being sold cheaper in Europe is that they have to compete with European machinery in European home markets. I would also ask him why should our manufacturers have to buy a ton of coal or a ton of iron or steel in the United States? There is more of coal or iron ore in Canada and Newfoundland than in the United States, but the manufacturer in Canada would rather exploit the Western farmer through the tariff than spend a dollar of the millions he has filched from the Western farmers in developing the country. The consequence has been that a great many of the natural resources of Canada are finding owners in the United States and other countries. His statement about that one thousand mile desert would cause the tears to come to the eyes of Balaam's ass. What was the Cobalt district considered to be but a desert by the people of Ontario? What is it now? One of the finest mining regions of the world, and how quick the Guggenheims of New York snapped at the cream of it. The same may be said about the nickel mines at Sudbury. "Old Liberal's" argument about the railroads is equally weak. Since 1881 the Dominion and provincial governments have given the railroads in Canada over \$180,000,000 in cash. They have also received eighteen millions from the various municipalities, they have had their bonds guaranteed to the extent of one hundred and twenty-eight millions of dollars, they have also received land grants to the extent of fifty-five millions of acres, worth at least five hundred millions of dollars, not to speak of tax exemptions which again amount to millions. In closing this letter I would ask "Old Liberal" to look over a few of these figures before he

accuses The Guide of lacking equity.

Yours respectfully,

Lethbridge, Alta. JOHN B. ALLAN.

## WATCH THE ELEVATOR COMBINE

Editor, Guide:—An effort is being made by the business interests represented by the Canadian Credit Men's Association to secure the suspension of the car distribution clause of the Grain Act.

It is an attempt to make the farmers a party to this by the circulation of petitions among them asking for such suspension in the presumed interest of the small producers, who, like the widows and orphans are always trotted out to strengthen a case when proper arguments are lacking.

This move has been inspired by the grain interests who want to re-establish the elevator monopoly under which the farmers, big and little, groaned for a quarter of a century, and which was only destroyed by the passage and enforcement of the present provision for the equitable distribution of cars after years of desperate

least unnecessary delay as the drying facilities at Port Arthur and Fort William are entirely inadequate to meet the emergency, and this grain, if not cared for before the warm weather, will undoubtedly be a total loss.

Let the farmers decline to be tools for the riveting of their broken shackles. If the elevators were again to get a monopoly of the car supply, and that, to all intents and purposes, is just what the petition proposes to give them, there will be some room in the elevators certainly a little earlier than otherwise, but the price they will pay will be away below the price paid for carlots and also away below the price paid for street grain when there is a fair supply of cars available for farmers and elevators alike.

The only interference with the car distribution provisions that should be tolerated (and this in the interests of more unfortunate fellows might well be urged by those who are needing cars indeed, but whose grain is in good condition), is a discrimination made in favor of the owner of tough grain. The warehouse commissioner is now, under the act, empowered to supply cars to elevators when necessary to enable out-of-condition grain to be sent to the terminals for treatment without delay.

Every individual farmer who has a car or more of wet grain, or any number of farmers filling a car of out-of-condition grain together, on a sworn statement that the grain offered for transportation is in danger of being spoiled if not treated before the advent of mild weather, should be supplied at once according to need.

If necessary the act should be amended in this particular, otherwise its operation suspended by order-in-council.

Any other interference with the car distribution clause should be most strenuously resisted to offset the petitions innocently signed by our newer settlers, who know nothing of the extortions endured under the elevator monopoly. Individual farmers throughout the West should write to their members urging

## Important!—Test Your Seed

Following a season when so much grain was frozen and otherwise damaged, it is imperative that all seed grain should be tested as to its germinating power before it is sown. Oat kernels show less sign of frost damage externally, though their germinating power is more easily destroyed by frost than that of wheat or barley, and no one should sow untested seed of any grain.

There are seed testing laboratories in each of the Western provinces where seed will be tested free of charge, and though with proper care any person can make the test himself, it would be more satisfactory to send a sample also to the government laboratories, where the testing is carried on under uniform conditions and by experts trained in the work. We have been notified that samples will be tested by the government at the following places:

Manitoba Agricultural College, Winnipeg.

Provincial Seed Laboratory, Regina.

Dominion Seed Laboratory, Calgary, and

Seed Branch, Department of Agriculture, Ottawa.

The name and address of the sender should be attached to the package, and a brief letter respecting the matter should be sent under separate cover. About half a pound of grain should be sent.

agitation. They are taking advantage of the present rotten transportation conditions with consequent unsatisfactory conditions of trade generally, to enlist the business men, as now more or less innocent allies, in an attack upon the safeguards to freedom of shipment by farmers. The railway people also want to draw attention away from their own shortcomings in failing to supply motive power to move them when loaded, and criminally failing to aid the farmers by allowing a large part of the grain seeking transportation to be handled by the American lines. Many foreign cars are being sent back empty which should have been put at the disposal of the farmers, hauled to the boundary and turned over for transport to Duluth. Their "Dog-in-the-Manger" attitude in this connection will cause millions of bushels of wet grain to rot on the farms for lack of transportation and adequate drying facilities at our own terminals to care for the abnormal quantity of out-of-condition grain to be cared for this year.

The only adequate remedy for the situation is that cars be supplied in adequate quantity and that motive power to promptly haul them be provided; also, that a large portion of the grain of many millions, known to be out-of-condition, be routed via Duluth and with the

them to protect their interests against this insidious attack upon equality of opportunity in the shipment of grain.

E. A. PARTRIDGE.

Winnipeg, Feb. 1, 1912.

## ALASKA WHEAT

Editor, Guide:—My attention has been drawn to the fact that very extravagant claims are being made by certain persons who are trying to sell Alaska wheat at enormous prices. As this variety has never appeared of sufficient worth to merit a trial at this farm, I wrote to the Department of Agriculture at Washington, asking for the results of investigations made by that department. The following is a quotation from the reply which I have just received:

"At our Judith Basin substation in Montana it fell below the average best varieties in yield in 1909 and the quality was poor. In 1909 it was very much poorer than the other varieties, and last season, while rather better than in 1910, it was still poorer than the other varieties and was thereupon discarded. It was tried only in nursery rows.

"At our station at Nephi, Utah, it proved in 1909 and 1910 to be among the very poorest of several hundred varieties tested in the nursery and was then discarded as worthless."

By printing this quotation in your magazine you may protect some of your readers from being deceived by the extravagant claims made by those who are trying to sell seed of this variety.

W. C. McKILLICAN,

Superintendent Experimental Farm, Brandon, Man., Jan. 29.

## IS THIS JUSTICE?

Editor, Guide:—As you are aware the car shortage has caused much loss and inconvenience. I will tell you my own experience. On the 24th of this month I finished loading a car that had been placed on the 24th and when I went to the agent to bill it out was told they would not accept any cars for Port Arthur as the elevators at that point were all filled, and they could only accept cars for Winnipeg or Duluth. I said in that case would ship to Duluth and was told that I would have to get papers from the American custom officer at Winnipeg. I asked if there would be any demurrage on the car in the meantime and was told there certainly would. Well, do you consider there is any justice in such treatment? I don't.

C. J. WARD.

Dauphin, Man., Jan. 27, 1912.

## BARLEY AND RECIPROCITY

Editor, Guide:—In view of the attention that has lately been drawn to the difference in the price of barley on the Winnipeg and Minneapolis markets, perhaps my experience with a car load would be of interest to your readers. I shipped a car of barley from Melita, Manitoba, to the Vandusen-Harrington Company, of Minneapolis, which arrived there on December 18, 1911. It weighed 1633 bushels 36 lbs., graded No. 1 feed, no dockage. Was sold on January 8, 1912, for \$1.10 per bushel, making gross receipts of \$1797.13.

Freight C.P. & G.N. amounted to \$180.96  
Insp. weighing and commission 18.59  
Duty ..... 493.36

Total expenses ..... \$692.91  
Check to me, net proceeds ..... \$1104.22

It figures out to 67½ cents per bushel. This, mark you, after paying all expenses. Consulting the market reports I find that No. 1 feed barley was selling in Winnipeg on January 8 for 44 cents per bushel. I received \$318.83 more for my barley by selling in Minneapolis than if I had sold in Winnipeg; but had the much-reviled reciprocity pact passed I should have received \$493.36 more yet, or \$1013.19 in all. Yet I am urged to believe that the receipt of this additional sum of money would make me disloyal to my country. What am I to think of the intelligence or common sense of the people who ask me to believe this? Or is it their honesty I should question?

J. J. ANDERSON.

Melita, Man., January 27, 1912.

## GRIEVANCES AT VENLAW

Editor, Guide:—I would like to have this post office brought to the attention of the government. The Galicians have sent in several petitions to the post office department, but no heed has been paid to them. The mail service is even worse than twelve years ago.

Another matter that needs attention by the provincial government, is to see that the Galician settlers build schools and have their children educated. I have helped to build two schools since I settled here, though I have had no children to send until now. My foreign born neighbors across the survey line, with all the way from six to twelve children each, have never formed a school district, and I think the matter should be looked into.

ROBT. McMULLAN

Venlaw P.O., Man.

## MR. LANGLEY'S REPLY

Editor, Guide:—Would you spare me some space for a few remarks on Mr. Kennedy's letter in your last issue? I would at once put Mr. Kennedy out of one trouble by saying I was the Saskatchewan Grain Grower who gave the interview published in the Free Press and the Regina Leader, and I sought that method of statement not because I was ashamed of my name, but because I wanted the case stated and discussed not on the merits of my name or any other name, but on its own merits. There are two statements in Mr. Kennedy's letter that are not true. First, that the millers of Ontario are opposed to a sample market. Mr. Watts, their secretary, has again and again put himself on record as favoring a sample market, at the same time contending