

# The Grain Growers' Guide

Winnipeg, Wednesday, May 29th, 1912

## THE LAW OF THE SEA

Through the gloom cast over the world by the loss of the Titanic every real man thrilled with pride at the heroism of those who went down. Magnificently they upheld the law of the sea. Those least able to save themselves were given first care in that awful hour when Death hovered round. The strong did not triumph over the weak; it was not the "survival of the fittest" and neither wealth nor prestige claimed precedence. When face to face with the Almighty the nobler human instincts naturally triumphed. The weaker in the struggle for life were given first chance. On land the weaker go to the wall in the overpowering rush for wealth. May the law of the land some day become more like unto the law of the sea!

## THE MADE-IN-CANADA TRAIN

The Made-in-Canada train, as it passed through Winnipeg last week, contained a well-arranged and instructive exhibit of the products of a large number of Eastern and a few Western factories. The large number of visitors who inspected the train were well pleased with the exhibit. The Canadian Manufacturers' association deserves credit for this new scheme of exhibiting the work of Canada's industries. It will convince people that Canada is naturally intended to develop a large manufacturing industry and that Canadian workmen possess skill comparable to that of foreign workmen. For the benefit of newcomers to Canada the Made-in-Canada train illustrates the present enormous growth of the manufacturing industry in Canada. It dispels the notion that Canada is only an agricultural country and proves that Canada has the enterprise and the people to produce those manufactured products which can reasonably be produced in this climate. As an exhibit of the product of Canada's factories the Made-in-Canada train is a great success and will prove of undoubted educational value.

But the Canadian manufacturers in bringing their exhibition train to the West have publicly stated that their object was to "allay the agitation among the Western grain growers." From this standpoint the Made-in-Canada train will prove a signal failure. The scheme is founded upon the fallacy that the withdrawal of the protective tariff will ruin all the industries represented in the train. This falsehood which the manufacturers keep ever before the public is the one upon which they rely most strongly to calm the grain growers who are demanding an end to tariff robbery. If the manufacturers could convince the grain growers that, with the downfall of the protective system, all Canadian factories would close, then there would be an end to the free trade agitation. But this claim is Canada's great national falsehood and should be the shame of the manufacturing magnates. Some of the "infant" industries represented in the Made-in-Canada train absolutely reek with watered capital on which the public are compelled to pay dividends through tariff extortion. The steel and textile industries are two good examples of those that have milked the public with splendid results and, though now bloated with the people's wealth, are still determined to remain in the calf class. These so-called "infant" industries would be better known as "pauper" industries. They demand support from the people, and subservient politicians allow them to levy tribute to suit their own sweet taste.

## TEARS OF NO AVAIL

It is all very well for these manufacturers to come out among the grain growers with tears in their eyes and with their voices choked with grief and plead for the retention of their unjust privileges. We will venture that they will not change the opinion of six grain growers. The result of the trip of the Made-in-Canada train will only be to demonstrate to the grain growers the justice of their demands for tariff reduction and free trade in ten years. The maiden modesty, the lamblike look and the piteous appeal of the Manufacturers' association, that announced in Winnipeg less than three years ago that it could "make the grass grow in the streets of Canada" will not touch a sympathetic chord in the hearts of the long suffering, tariff plundered, much flouted farmers in Western Canada. Arrogance and boastfulness were the outstanding characteristics of the Canadian Manufacturers' association three years ago. Then it had both political parties completely under its thumb; then it openly talked of more protection and was continually getting it; then it could fool the farmers with the "home market" rubbish; then was the zenith of the Golden Age of protectionism in Canada when the protectionists got what they wanted from the politicians and whacked up their ill-gotten gains for the campaign funds of both parties in return. But times are changing. The tariff still remains to adorn the statute books of the nation but the Manufacturers' association has climbed off the pedestal. We don't hear any more boasting about its power; we hear no more talk of a tariff "as high as Haman's gallows," and the politicians are beginning to find that the path of the betrayer is hard. What have the manufacturers ever done for the working people of Canada? They never give any of the advantages of protection to their employees in wages; they never assist in any movement for economic or legislative reform; they have supported the railways in extorting high freight rates and the banks in extorting high interest charges, and they have never done anything to eliminate political corruption. We rarely see a big protectionist favoring such reforms as Direct Legislation, Proportional Representation, Single Tax or anything that tends towards democracy. The hope of the protectionists is in giving the people as little power as possible. Now when they come begging for mercy at the hands of the outraged farmers what can they expect? Let justice take its course. No farmer should allow himself to be humbugged by wolves masquerading in lamblike attire. Free trade is the farmers' friend and any approach to it is a step in the right direction.

## JUST A PECULIARITY

A visitor who looks through the manufacturers' train will be surprised to see that though "Made-in-Canada" is the slogan of the Canadian Manufacturers' association, yet this slogan is for the benefit of the consuming public largely. The visitor will be surprised to note the many men in charge of the exhibits for the various companies wearing English and American made hats, European linen, Scotch and English tweeds, American-made shoes, smoking imported cigars and watching the approach of the dinner hour as indicated by American-made watches. To the rear of the train the visitor will be still more surprised on entering the special dining car to see an American-made phonograph provided to supply sweet music to aid digestion, and to see the tables covered by Irish linen and set with foreign chinaware and Sheffield cutlery. No doubt a further

search would unearth a buffet stocked with American beer, French wines and Scotch whiskey.

## THE GUIDE REBUKED

Industrial Canada, owned by the Canadian Manufacturers' association, sent free to every member of the association, and paid for out of the unjust profits secured under the protective tariff, in its May issue rebukes The Guide for suggesting that the manufacturers accompanying the "Made-in-Canada" train be given a Western welcome. Says the manufacturers' organ:—

"The Guide attempts to follow a well-known journalistic motto, viz.: 'Raise Ned about the Czar of Russia, but be easy on the boys at home.' Like a decrepit old nurse who tries to frighten children with ghost stories, it usually depicts the Canadian Manufacturers' association as an ogre dwelling apart in a remote stronghold where it feeds at leisure upon the blood of Western farmers. Is The Guide aware that the association is represented in every important town and city in Canada and that in Winnipeg, where The Guide is published, it has 92 members? Does The Guide know that the products of Western factories will be on board the train and will be exhibited with the products of Eastern factories? On the other hand, The Guide delights to present the Western farmer to the world as a poor creature, grovelling close to the soil, destitute of comforts, surveying his patches with mournful pride, frozen in winter, blistered in summer, sick of existence and longing plaintively for death. There is a type of farmer who enjoys heaping upon his own head the ashes of desolation. Such a man by some strange freak of fortune has apparently become editor of The Guide. It is of no avail to exhort him to be cheerful. Like Cassius, he is incapable of optimism. The failure of the Western wheat crop of 1911 will remain the great tragic epic of his life. A half million dollars' worth of wheat destroyed! During the first three months of 1912, according to Bradstreet, there were 383 business failures in Canada, involving assets amounting to \$1,305,985 and liabilities amounting to \$2,842,671. Therefore, those 383 firms are at present worth \$1,536,688 less than nothing. Yet there is not outcry, no veiled talk of secession and no attempts at arousing class dissension. Business men usually take chances and lose or win like sportsmen. The railways and the weather are responsible for the Western calamity. Over these the Canadian Manufacturers' association has no control. In spite of the lamentations of The Guide, the majority of Western farmers are bearing their loss like men. The Guide states that the manufacturers are the 'men who really rule Canada.' No class rules Canada. The farmers of Canada could have combined into a ruling class and accepted the reciprocity agreement on September 21, but they did not do so. 'Give them a Western welcome,' says The Guide in the same kindly spirit as a small boy gathers a heap of stones and awaits the schoolmaster. Its admonition should be taken literally. The manufacturers have rejoiced in the prosperity of the West and have helped to spread abroad the fame of No. 1 hard and No. 1 Northern, because they were excellent and because they were grown in Canada. Goods manufactured in Canada are to be displayed to the farmers of the prairies. Give them a Western welcome."

Yes The Guide is aware of all the facts in the above and also all the fiction. The loss of \$1,536,688 sustained by those 383 business failures was not more than one per cent. of the amount the manufacturers took out of the public last year by means of the protective tariff. It was not even a good "melon" in the eyes of many of our water-logged mergers and corporations. Yes, we know all about the Western members of the association and we also know that they alone cannot keep the Western people paying tribute. It is those chaps in Toronto and Montreal largely who dominate the association and handle the legislative end of the business. But the people are daily becoming better informed on the protective robbery system and if the manufacturers play the