

The Grain Growers' Guide

Winnipeg, Wednesday, June 4th, 1913

AN ANNIVERSARY OFFER

In June, five years ago, the first issue of The Grain Growers' Guide appeared before the public, and though we are publishing a special anniversary number on the 25th of this month, we are going to make at once a special offer in honor of the occasion. We will send the Grain Growers' Guide to any address in the British Empire, from now until the 1st of January, 1914, for 25 cents. We hope those who consider that The Guide is helping the cause of the organized farmers, will assist us to secure as many new subscribers at this bargain offer as possible. It is also a good opportunity to send The Guide for more than half the year at a very low cost to any of your friends. Experience has shown that where The Guide is most widely read, there the association spirit is most in evidence, and the farmers are better informed on the great questions of the day.

THE ANNUAL RAID

Probably the most disgusting spectacle that has ever disgraced the public life of Canada, is that now being enacted at Ottawa in the dissipation of the people's money to railway promoters. The Government is giving Mackenzie and Mann a straight cash gift of over \$15,000,000, and in return is getting some common stock of the Canadian Northern Railway of a face value of \$7,000,000, though whether it is actually worth anything or not nobody knows. But as a matter of fact this \$15,000,000 is given to these two enterprising railway promoters without taking in return the slightest control of the expenditure of this money or over the rates to be charged by the Canadian Northern Railway, nor is there any excuse that any reasonable man can see why this money should be given to Mackenzie and Mann. They have been wallowing in the provincial and federal treasury for many years and have built their entire system upon land grants, cash subsidies and public credit. It is commonly believed, and has never been denied, that this money given to the Canadian Northern Railway is juggled by Messrs. Mackenzie and Mann, so that they have become multimillionaires, while the railway company itself has been starved. It is generally believed that after these gentlemen make a raid on the treasury they let contracts for the construction of the road to themselves as a construction company, at a figure about double the actual cost. By this means of course these two gentlemen become very rich, while the railway company becomes very poor. At any rate, those who have lived in the Prairie Provinces for a few years know that the Canadian Northern Railway system has been a huge joke, and that many of their lines have been called railways only out of courtesy. And yet Sir William Mackenzie and Sir Donald Mann are not very much to blame for the situation prevailing. If our provincial and federal governments are to be composed of spineless individuals lacking in moral fibre, with little or no desire to protect the public, then it is difficult to blame financial freebooters for making the best of their opportunity. Premier Borden in his two short years has earned for himself a most unenviable reputation. Last year he gave Mackenzie and Mann \$6,300,000 as a cash donation, asking absolutely nothing in return. This year he is giving them \$15,640,000, or a total of \$21,940,000 in two years. Premier Borden is the man who must carry the responsibility for this disgraceful dissipation of public monies. Not in the history of present day nations, either civilized or uncivilized, nor

even in the civilizations of the past, when autocrats ruled throughout the world, was there ever such a disgraceful transaction. The general public have good reason to believe that Mr. Borden is very largely under the thumb of Mackenzie and Mann, else why should he permit them to take \$22,000,000 out of the treasury and give nothing in return? The people of Canada have been robbed of just that amount but it has been legalized by the shameful action of Mr. Borden. What an inspiring sight for the boyhood of our nation just now verging into manhood and his responsibility of citizenship.

THE SAMPLE MARKET QUESTION

The Board of Grain Commissioners were in Winnipeg for several days last week, and the question of the Sample Market was thoroughly thrashed out before them. The Manitoba Grain Growers' Association, represented by J. S. Wood, vice-president, and R. McKenzie, secretary, declared in favor of the principle of the sample market but asked that it be not established until the interests of the producers were thoroughly safeguarded by public ownership and operation of all the terminal and transfer elevators, and that when the Sample Market was established the grade certificates from the mixing terminals should be distinctly marked as such. The Saskatchewan Grain Growers' Association was represented by J. A. Maharg, president, and F. W. Green, secretary, who both protested in decided terms against the establishment of a Sample Market. They pointed out that conditions at Winnipeg and Minneapolis were entirely different, and maintained that the general situation in Western Canada was such that a Sample Market would not be of benefit to the producers at the present time, and for this reason, on behalf of their Association, they protested against its establishment. The United Farmers of Alberta were not represented at the meeting, but they took definite action upon the question of a Sample Market at their recent convention in January last, when they unanimously declared against a Sample Market, until such time as the terminal and transfer elevators were operated by the government as a public utility. Thus the Board of Grain Commissioners and the Dominion Government have been definitely informed that the organized farmers of the West, though not opposed to the principle of selling grain upon sample, are not prepared to run the risk of allowing the western crop to be mixed and manipulated in privately owned terminals, and having the integrity of the present grading system completely destroyed. Quite a number of members of the Grain Exchange were also present at the meeting and their opinion was asked on the question of the Sample Market. The only member who came out definitely in favor of a Sample Market was Andrew Kelly, president of the Grain Exchange and president of the Western Canada Flour Mills, while George Fisher, manager of the Scottish Co-operative Wholesale Society, and former president of the Grain Exchange, was as decidedly opposed to the Sample Market. Others members of the Exchange expressed themselves as more or less indifferent to the establishment of the Sample Market, but they made it clear that they did not want to see any Sample Market established, unless they were at liberty to do whatever they liked with the grain after they had once purchased it on sample, and also they insisted that they should have a straight certificate on the mixed grain after it had passed out of the

mixing terminals. The Canadian Pacific Railway and the Canadian Northern Railway were both represented at the meeting and both entered a most vigorous protest against the establishment of a Sample Market. It is of course the producers who are most vitally interested in the conditions surrounding the marketing of their grain, and it is therefore they who should have the chief voice in the question of the Sample Market. Premier Borden, when he toured the West two years ago, gave a definite promise that he would take over the terminal elevators and operate them as a public utility, and the organized farmers expect him to fulfil his promise before the establishment of a Sample Market. The Board of Grain Commissioners in the short time since their appointment have done a great deal of splendid work towards the establishment of the grain trade upon an equitable basis, and the Grain Growers have confidence in the Board. But it will not be wise for the Board to attempt to force the Sample Market now when its establishment can be deferred without making conditions any worse than they are now. It would also be advisable for the Board to make a public announcement as to the rules and regulations which will govern the Sample Market to be eventually established, because it may be found that a great deal of the present objections would disappear if the proposed Sample Market properly safeguarded the producer.

EQUALIZING FREIGHT RATES

A resolution declaring in favor of equality of freight, express and telegraph rates in all parts of Canada, and condemning the present discrimination practiced by the railway companies against the West, was defeated by the vote of the supporters of the Government in the House of Commons on Wednesday last. The resolution was moved by W. F. Maclean, Independent Conservative, and seconded by Hon. Rodolphe Lemieux, Liberal. Hon. Frank Cochrane, minister of railways and canals, in speaking against the motion said he regarded it as a vote of want of confidence in the Government and the Railway Commission. This amounted to a threat that if the motion was carried the Government would resign, and, of course, no loyal Conservative could then vote in favor of it. Thus the minister of railways declared himself opposed to fair treatment to the West and induced a number of western members to support him in that declaration. Among those voting against the motion were R. B. Bennett, of Calgary, formerly counsel for the C.P.R.; Geo. H. Bradbury, of Selkirk; Alexander Morrison, of Macdonald; W. H. Sharpe, of Lisgar, and Hon. Robt. Rogers, of Winnipeg. All the Liberals present voted for the motion, a fact which we trust will be remembered and brought to their recollection when next their party is in power.

A BRUTAL SPORT

Calgary's widely advertised prize fight on Victoria Day ended within a few seconds in the death of McCarty, the heavy-weight champion of the world, from a blow which dislocated his neck. Ignorant of the fact that the knockout blow had meant death, upwards of ten thousand spectators wildly cheered the new champion. One of the Calgary newspapers recently boasted of the reputation the city enjoyed as a sporting town, but there is notoriety of a sort which no self-respecting city need covet. Before the big fight a local minister made his way to the ringside and told the crowd that he