

THE GRAIN GROWERS' GUIDE AND THE MARITIME FARMER

The Guide Challenges the Farmer to Prove Certain Statements That It Has Recently Made Regarding the Policy and Propaganda of the United Farmers' Organization.

The Grain Growers' Guide of Winnipeg, challenges the "Maritime Farmer" of St. John, N. B., to prove its false charges against the Western Grain Growers and offers to pay \$1,000.00 cash if any of the charges are proven.

The following is a letter mailed to the "Maritime Farmer" from Winnipeg on March 19th, by registered special delivery:

Letter for Publication. The Editor Maritime Farmer, St. John, N. B., New Brunswick. Dear Sir:—

In your issue of March 2nd you have devoted nearly two pages to your paper to criticism of the Western Grain Growers, The Grain Growers' Guide, The United Farmers' Guide and myself personally. I trust you will extend to me the usual journalistic courtesy of space in your paper in which to reply.

After reading carefully your articles of attack I would endeavor fairly to summarize your charges as follows:

1. You state that the Western Grain Growers are "insisting that the Government again buy their wheat at fancy prices and force the rest of Canada to pay the bill." You plainly indicate that the intention is to have the government take over the wheat for next year at a high price which will force Maritime farmers to pay exorbitant prices for their flour and feed.

2. You state that the policy of the Canadian Council of Agriculture, otherwise known as the "New Statute Policy" or the Farmers' Platform is "to be put down absolutely in the interests of Western farmers." You further declare that "the grain growers are establishing a paper to inflict upon the farmers of the Maritime Provinces the views of the Western Grain Growers."

3. You intimate in your articles that the Grain Growers of the west through the Farmers' Platform and the establishment of the "United Farmers' Guide" are endeavoring to "hold back" the farmers of the Maritime Provinces, and are "getting ready to open" the Maritime market by securing their support of a policy for the benefit of the Western Grain Growers.

4. Another of your statements is as follows:—"The Grain Growers' Guide also professes to be owned by farmers. It is owned by Hon. Mr. Crerar and one or two others. The farmers' share is represented by his subscription."

5. You have intimated that there is a political clique among the Grain Growers and that the policy of the organization is "to be put down absolutely in the interests of Western farmers." You have stated directly that President H. W. Wood of the United Farmers of Alberta "roundly denounced" the methods of the convention this year. You further declare that Secretary J. B. Musselman of the Saskatchewan Grain Growers' Association "warned his Association against being a cut-a-paw for this same clique who were trying to injure or influence the Saskatchewan Grain Growers' Association."

These five charges are undoubtedly serious, which of course you intended them to be. They will doubtless irritate the readers of your paper and arouse antagonism against the organized farmers of Western Canada as you of course intended they should. If your charges are true then there will be every reason why the farmers of the Maritime Provinces should refuse to cooperate in any way with the organized farmers of the West.

But I should like to point out to you that there is not one word of truth in any one of these five charges. There is not even a semblance of truth in any one of them. If you can prove that any one of these five charges is true, The Grain Growers' Guide, Limited, which you describe as a "wealthy corporation," will pay to the Maritime Farmer the sum of \$1,000.00 cash. If you cannot earn the money then common honesty should induce you to publish the truth.

In order that you may have no doubt as to what is the truth I will give it to you in detail on the five above mentioned charges which you have falsely made for the purpose of creating antagonism against the western farmers.

1. The Canadian Council of Agriculture at its meeting in Winnipeg on January 6th, 1920, passed the following resolution which was afterwards endorsed by the three provincial conventions in Manitoba, Saskatchewan and Alberta:—"Whereas the abnormal conditions of the war have rendered it necessary for the governments of importing and exporting countries to exercise measures of control over shipments of food-stuffs, particularly wheat."

"And whereas, possibilities of government control over the grain markets of the principal importing countries of Europe, including Great Britain, still exist."

"Therefore, it is resolved that the Canadian Council of Agriculture, while not at this date declaring upon the principle of governmental control as a permanent policy, believes it is desirable to continue national marketing of Canada's wheat product, at least so long as the principal countries importing Canadian wheat retain governmental control of their imports and distribution."

This is the resolution which you have used as the basis of your charges that the Western Grain Growers are seeking a fixed price on their wheat for the future to the disadvantage of the rest of Canada. You apparently do not see any difference between "National Marketing" and "fixed prices" or perhaps do not want to see any difference.

The fact is that the Western Grain Growers through this resolution asked only that a national marketing system for wheat be continued so long as national buying continued in Europe. They did not ask, nor suggest nor expect that the power of the government was to be used to secure extra cent above the price that

LATE SHIPPING INTELLIGENCE

Vessels in Port, and Where They Are Located. Canadian Voyager—Long wharf, 4th St. Maritime—Berth No. 5. Manchester Brigade—Berth No. 5. Mississippi—Berth No. 4. Ligan—Dumfries Co. Pier. PORT OF ST. JOHN, N. B., May 3, 1920.

Arrived Sunday. S.S. Mississippi. Arrived Saturday. S.S. Manchester Brigade, from Manchester. Coosawise—Str Harbinger, 46 tons, from Chatham Harbor, Capt. H. W. Moore. Cleared Saturday. Coosawise—Sch Whipsaw, 31 tons, for St. John, Capt. H. W. Moore. Sailed Saturday. S.S. Lord Antrim, for Belfast. BRITISH PORTS. Barry, April 28.—Sld str Admiral, Hamilton, Halifax. Melbourne, April 24.—Sld str Canadian Trader, Montreal. Manchester Brigade In. The Manchester Brigade, Furness-Withy Co., arrived in port Saturday morning from Manchester and docked at No. 5 berth.

Montreal Coming. The steamer Montreal, C. P. O. S., from London, has arrived at Halifax and is expected here on Wednesday or Thursday. Making Repairs. The coastal steamer Comora Bros. is being overhauled and repaired in a slip in Water street. She had a new boiler installed, her boiler repaired and repainted. Maritime Miscellaneous. London, April 28.—Str S. Charles, from Boston, has arrived at Colborne after having been ashore; got off without assistance; damage, if any, not yet ascertained. Manila, Pl., April 28.—A strike of seamen for higher wages has tied up inter-island shipping throughout the Philippine group. Acting Governor Yator is seeking to arbitrate differences between ship owners and the men. Rio Janeiro, April 29.—Str Vestris

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TO LET. TO LET—From May 1st to September 15th, furnished house central part of city. Telephone Main 3275-11.

FOR SALE. PLANTS FOR SALE—Raspberries, Strawberries, etc. Dimplop's 14c; Glenmary's 25c; Blackberries, 3c each. A. J. Gorman, Brown's Place, N. B.

WRECKED SCHOONER. "ATTAINMENT" FOR SALE. Private Parties in the County of St. John, on Tuesday May 4th at noon for benefit of all concerned, the hull and materials of wrecked Schooner "Attainment," for particulars apply to Captain A. G. Potter, Tiverton, N. S.

Dominion Express Money Orders are on sale in five thousand offices throughout Canada.

County Local Housing Board. We are prepared to receive applications for loans on houses now in course of erection or contemplated in the County of St. John. Application forms may be had by applying to Box 668, or to Thomas K. Sweeney, Secretary-Treasurer, 100 Prince William Street, City.

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TIME TABLE. The Maritime Steamship Co., Limited. Commencing Oct. 17th a Steamer of this line leaves St. John, Tuesday 7:30 a. m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor. Leaves Black's Harbor Wednesdays two hours of high water for St. Andrews, calling at Lords Cove, Richardson, Back Bay, L'Etete.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for purchase of Female Prison, Penitentiary Property, St. John, N. B." will be received at this office until 12 o'clock noon, Tuesday, May 11, 1920, for the purchase of building known as the "Female Prison" on Penitentiary Property, St. John, N. B.

MALE HELP WANTED. FIREMEN, BRAKEMEN, \$150-\$200 monthly, experience unnecessary. Write (name position) Railway, care Standard.

LOST. LOST—Twenty dollars reward. Old green enamelled verge watch, lost or left at a hotel in November last. Finder returning same to Police Station will receive above reward.

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Until the International Line Service is resumed between Boston and St. John, miscellaneous freight shipments will be handled by S. J. Prince Arthur to Yarmouth, thence by S. Keith Cann to St. John, giving merchants a weekly service. Rates and information on application.

A. C. CURRIE, Agent, St. John, N. B. BOSTON TRAIN SERVICE. Effective April 26th, the day service between St. John and Boston, and vice versa, will be restored. Until general change of time, May 2nd, the morning train leaving St. John at 11:45 p.m. instead of 11:00 p.m. (daily except Sunday). No. 13 express from Halifax will arrive at 5:20 p.m. (daily except Sunday) instead of 5:35 p.m.

There will be a Sunday service between St. John and Moncton by the new train No. 49 and 50. No. 49 will leave St. John on Sunday only at 9:30 a.m. and arrive at Moncton at 1:00 p.m. connecting with No. 199 (Ocean Limited) for Montreal and with No. 200 (Ocean Limited) for Halifax. No. 49 will leave Moncton at 4:20 p.m. after the arrival of the Ocean Limited from Montreal, and reach St. John at 7:35 p.m.

Service to Prince Edward Island will be by No. 18 train leaving at 1:10 a.m. and by No. 14 which will leave at 1:15 p.m. instead of 1:40 p.m. (Conn. train for Tormentine leave St. John at 1:15 p.m. and 5:55 p.m. The steamer Prince Edward Island will make two round trips daily except Sunday.

The only other change in trains in and out of St. John is No. 241 on the Valley Railway which will on Monday leave St. John for Fredericton Monday, Wednesday and Friday at 6:00 a.m. (Eastern Time). No. 47 passenger train will leave at 12:50 a.m. usual.

Canadian National Railways. TIME CHANGES MAY 2nd. No. 10 Express for Halifax will leave at 11:45 p.m. (except Sunday) Express for Montreal will leave at 1:15 p.m. (except Sunday). No. 13 Express from Halifax will arrive at 5:20 p.m. No. 241 Mixed for Fredericton will leave at 6:00 a.m. (Eastern time).

NEW SUNDAY SERVICE. Between ST. JOHN AND MONCTON. No. 49 Leaves St. John 9:30 a.m. Arrive Moncton 1 p.m. No. 50 Leaves Moncton 4:20 p.m. Arrive St. John 7:35 p.m. (Sundays Only).

PRINCE EDWARD ISLAND SERVICE. S.S. "PRINCE EDWARD ISLAND" will make two round trips (daily except Sunday). Connections from St. John via No. 18 leaving at 7:10 a.m. and by No. 14 leaving at 1:15 p.m. NO CHANGE IN OTHER TRAINS. For Rates, Reservations and General Information apply CITY TICKET OFFICE, 46 King Street.

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