

The Grain Growers' Guide

Winnipeg, Wednesday, March 8, 1916

DESTROY THE LIQUOR CURSE

On March 13, the people of Manitoba will have their opportunity to decide whether or not bar rooms are to continue in Manitoba and whether intoxicating liquor is to be sold freely and publicly to whoever wishes to buy it. Quite a number of well-intentioned people say that they are in favor of total prohibition but they will vote against the Macdonald Act because it does not provide total prohibition. The fact is that no provincial legislature has power under the British North America Act to provide total prohibition. That power rests alone with the Dominion parliament. No province can prohibit the importation of liquor by a private individual nor the manufacture of liquor within the province, but the Macdonald Act, on which the Manitoba people will vote on March 13, is as near to practical prohibition as the provincial power can provide. A man who votes against it because it is not total prohibition does not believe in destroying a part of the evil because all of it is not within his reach. If ever there was an object lesson before the people of Manitoba showing the corrupting and degrading influence of the liquor traffic it is to be seen today in the charges that are being investigated in Saskatchewan and Alberta. The liquor interests in Saskatchewan openly claim that they bribed a number of the members of the legislature to vote against the "Banish the Bar" bill, and a Royal Commission is to be appointed to sift the matter to the bottom. In Alberta similar charges have been made by the opposition and an investigation is demanded. We sincerely hope that the investigations in these two provinces will be thorough and complete and that both the liquor men who bribed and the members of the legislature who accepted the bribes will be punished to the full extent of the law. Those who have lived in Manitoba for some years know that the liquor interests of the province have been one of the most degrading influences in our political life. It is an absolute impossibility in this country to have clean politics until the liquor traffic is abolished. Every man who believes in clean politics and democracy must vote in favor of the Temperance Act on March 13. The organized farmers have declared year after year in favor of Prohibition. Now is the time for them to put their declaration into effect. Many of our readers will undoubtedly say to themselves "Prohibition will carry all right, I'll not bother to vote." This is a most dangerous doctrine. Every farmer who has the privilege of casting a ballot should get out to the poll on March 13 and cast a vote for the abolition of the liquor traffic. It is no time to take things for granted. For the welfare of our homes, for the protection of our women and children, and for the up-building of a clean public life, we should strike a blow against the liquor traffic at the ballot box on March 13.

TO SAVE THE WHEAT

Last week at Ottawa an amendment to the Railway Act was passed to provide relief for those farmers in congested districts who have a large amount of grain in danger of ruination with the opening of spring. Under this new amendment the Railway Commission is given power over the railway companies by which the various railways can be forced to co-operate in the moving of the crop from those districts where the grain is in danger. This permits for instance, that the Canadian Northern Railway shall draw the grain out from the Goose Lake district to the government elevator at Saskatoon where it will be treated, and the Grand Trunk Pacific Railway will take the grain from the government elevator to the head of the lakes. This amendment to the Rail-

way Act was proposed by the chairman of the Railway Commission, Sir Henry Drayton, and should save millions of bushels of wheat from ruin. There is an enormous quantity of wheat yet in the country and a large portion of it is in the open air without protection. The amendment was rushed thru parliament by the mutual consent of both parties and will take effect immediately. It is not very often that the Railway Commission produces ideas of great value to the Western farmers, and for that reason this new move if satisfactory in operation will improve the reputation of that body. It is provided in the act that this co-operation on the part of the railways is not to cost the farmers anything extra for moving their grain. The railways are apparently strongly opposed to the proposal, but the grain situation is serious and heroic remedies are required.

ACTUAL GRAIN CONDITIONS

The question of handling the grain yet remaining in Western Canada is a serious one. Last year's bumper crop, estimated in round figures at 340 million bushels, introduced a situation that all previous crop handling arrangements were unable to cope with. Transportation and storage facilities were taxed to the utmost, but a considerable portion of the grain still remains on the farms. Thru lack of bins and granaries thousands of bushels of grain were threshed into big piles and because the elevators were full up and sufficient cars were not available it was just left on the ground exposed to the weather. In other places thousands of acres yet remain in the stook waiting to be threshed during the coming spring. What is the best way to handle grain left in the stooks? We want our readers to assist us to answer this question. In order to cover the situation as thoroughly as possible we have arranged the following competition:

1—The Present Grain Situation. Letters on this subject should state what percentage of grain is still left to thresh in stooks or stacks; how much is in piles in the field, open bins, loose at loading platforms or in any other position, and give a general outline of the grain situation in your district. All good photographs on this subject will be paid for.

2—Threshing Grain in the Spring. How can the stooks best be handled to save losses of grain and grade? What is it best to do with piles of grain in the field? Is grain threshed in the spring or taken from the piles in the field suitable for use as seed? Any other general suggestions about the actual operation and moving of the threshing outfit.

3—Abuses of the Car Order Book. What has been your experience in getting cars? Would you recommend the doing away with proxies? This letter should describe fully the condition of the car order book, the supply of cars, troubles of any kind with the railway agent, elevator operator, train crew or other difficulties surrounding the shipment of grain.

For the best letter received on either of these subjects we will give 30 pounds of Seager Wheeler's prize winning Marquis wheat, and for the second best letter the prize will be 20 pounds of the same seed wheat. Just write plainly on one side of the paper and commence each subject on a fresh sheet of paper. We want to get as much first hand information on this matter as possible, and so that we may be able to publish for our readers' information all the valuable suggestions received, all the facts stated must be accurate and the letters should contain as much personal experience as possible. Any valuable information not specifically mentioned in the above subjects will be welcomed. All letters must reach this office by March 22.

In response to the request of Dr. Magill, chairman of the grain commission, the question of allowing names to be placed on the car order book by proxy was discussed at the

Saskatoon convention and after full consideration the delegates declared in favor of the abolition of the proxy system, except in cases of physical disability or absence from home.

HUDSON BAY RAILWAY

A section of the press and public of Eastern Canada is making a great effort at the present time to kill the Hudson Bay Railway and to deprive Western Canada of the port which it so badly needs as an outlet for the increasing grain crop and an entrance for the products which must be imported in exchange. It is necessary therefore that the West should make it known with no uncertain voice that it will not for a moment tolerate the interference of the East with a project which will undoubtedly be of great benefit to Canada in general and to the Prairie Provinces in particular. In the campaign against the Hudson Bay route attempts are again being made to create the impression that the Bay and Straits are navigable for only a very short period each year and that even then navigation is so dangerous as to make insurance, and consequently freight rates, prohibitive. With this object in view reports which in reality have no bearing on the question, but which deal with conditions at certain points at certain times, are being quoted and made to appear as if they were characteristic of the route for the whole season. The government of course was satisfied by its engineers and observers of the practical navigability of the route before it began the construction of the road and harbor, but better evidence to the man in the street than that contained in these reports is the fact that the government steamers which are constantly running in and out with supplies for the construction of the harbor make a practice of remaining at Port Nelson till November 1 before making their last trip out for the season. There is no harbor at present in which vessels can remain over winter at Port Nelson, and a prudent captain will take no chances of being caught and losing his ship. In spite of the difficulties which have to be contended with, however, ships remain till November 1 and none have so far been caught by the ice. It has not yet been determined how much later navigation could be continued, but with the installation of wireless and other aids to navigation and with the inducement to ship owners of full cargoes of wheat, there is no doubt that the season could be considerably extended. Neither Hudson Bay nor Hudson Strait ever freezes over, the body of water being too large, and the chief difficulty is the ice which comes down from the north in the spring and early summer, July 15 being generally regarded as the date on which the season of navigation in Hudson Strait begins.

As to the Hudson Bay Railway, the road is rapidly nearing completion. From the Pas to Port Nelson is 424 miles and steel is laid on 244 miles of the route. At the end of steel the mighty Nelson River is being spanned by a cantilever bridge which the contractor expects will be ready for trains to cross on April 1, 1916. Another 90 miles which is graded ready for steel takes the road to the second crossing of the Nelson at Kettle Rapids where another cantilever bridge will have to be built. The grade continues to within 45 miles of the Bay and this portion has been cleared and provisioned ready for the graders, the contractors, McMillan Bros., stating that they will hire 800 men as soon as spring opens up and finish the job in two months.

The Dominion Government, in spite of pressure brought to bear by Eastern interests,