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.

DR. NEELY AND THE COCKSHUTT EXPOSURE

Editor, Guide:—I wish to congratulate you on the "Cockshutt" exposure. It shows that the farmers still have one real champion of their cause. I procured these letters by direct challenge of Dr. D. B. Neely, M.P., of Humboldt, with whom I returned from Ottawa last Dec. after the big delegation. In an argument which I had with him he challenged me to produce evidence that farm implements were sold much cheaper in U. S. than in Canada, and said that if I could produce such evidence he would make use of it in Parliament. I believe I procured such evidence, and Dr. Neely had these letters for months, yet he kept them a secret, although I had instructed him to give them to the press. I had the hardest time to get these letters returned, and he only returned them when I threatened to expose him as an imposter.

I wish to call your attention to the **extras** quoted to my cousin, F. F. Sandmeyer, St. James, Minn. You are perhaps aware that the Canadian manufacturers claim that the **duty** on extras to the U. S. from Canada is prohibitive, as I believe they claim it is 45 per cent. Now, extra lays are quoted to him at $4.50, rolling coulters $2.50 each, the fin cutters are **50c. apiece** and **30% discount**. Now, these very same extras are sold much higher in Canada. Fin cutters are sold regularly in Canada at **$1.00**, and only at 50c. in U. S. with a 30% discount thrown into the bargain.

Is it a wonder that so many people return to U. S. as soon as they can shake loose from this country? These plows are only used in wheat producing countries and the Canadian farmer must compete in the open market of the world with the American farmer. It is plain to be seen where the U. S. farmer has a great advantage over the Canadian, which is one reason why I wish to return to U. S. as soon as I can shake loose from this country. Certainly the Canadian farmers are a nice bunch of sheep and seem to enjoy being fleeced.

F. J. SANDMEYER.

Coblenz, Sask.

CAR SHORTAGE GRIEVANCES

Editor, Guide:—I have just noticed your request in your paper of Nov. 1 for information regarding the conditions at the different shipping points through the West, so I will give you a few instances that have come under my observation. Last year we had platform capacity for loading five cars and that was not sufficient. This year there is hardly a load of grain going over the platform, and the reasons for the change seem to me, scarcity of cars and an advantage the elevator men are making use of, such as getting a number of farmers to store grain in the elevator, order cars there, and then allowing the operator to load any man's grain into any car that comes. That is, if my car load is not all in letting the elevator man put some other farmer's wheat into my car and giving me another man's car when my grain is all in. Then there's a difference in the charges made, a cent a bushel for wheat and flax and half a cent for oats, or $10.00 for a car, if it is shipped to their company, but 1¾ cents if shipped to the Grain Growers' Grain company. I overheard the C. P. R. assistant tell the agent that he was ordered to keep the elevators running if possible. We may get things better now because they have changed agents, but the crooked work before was past watching. For instance, I ordered car No. 67 and a car was spotted for me but it was full of coal. Next day another car was placed but it was taken away from the platform where it was being loaded, though it had grain in it. Then an old car was placed for me, but it would hold neither wheat nor flax, so the elevator man filled it with his oats. Consequently I have not a car yet and that was three weeks ago.

J. J. THURSTON.

Drinkwater, Sask.

RAPID CITY SITUATION

Editor, Guide:—The grain situation at Rufford Sdg, on the C. N. R., is in a deplorable condition. I have been hauling there for nearly six weeks and we have only received three cars and two of them were loaded with wheat belonging to the owner of the Rapid City flour mill. We have applied time and again but it is of no use. This is a Government Elevator with no buyer so we have no chance to get rid of our wheat. The elevator itself is in a very poor condition, as it is only supplied with gasoline about two-thirds of the time and has never been properly finished. My neighbor hauled his grain several miles further and put it over the loading platform. He got his car and it was away in two days, while mine has been in the elevator over a month. He loaded on the C. P. R. Hoping to have relief soon.

E. W. MEADOWS.

Rapid City, Man.

NO CARS AT ZENITH

Editor, Guide:—As per your article of a week ago, I am writing to tell you that at Zenith siding there are five or six cars wanted for grain. We have ordered them over a month ago and are still waiting. The price of wheat has fallen a lot since the time of ordering cars and as navigation will soon be closed we are anxious that our grain should be shipped at once. What shall we do to get cars? Zenith siding is five miles west of Guernsey.

W. H. HUNTER.

Guernsey, Sask.

SEVENTY-FIVE ORDERS—1 CAR

Editor, Guide:—With reference to the car shortage, which seems to be felt acutely throughout the West, I would like to state that there has been one car loaded in Redvers in the last ten days with seventy-five names on the car book. This is doubly deplorable when the difference in the Redvers and Fort William prices is realized.

On Nov. 14 at Redvers No. 3 Nor. wheat was quoted at 72 cents and No. 4 Nor. at 59 cents, while at Fort William on that date these grades were quoted at 89½ and 82½ respectively. Thus you will see that the farmer here is between the devil and the deep sea.

ALBERT TOMS.

Redvers, Sask.

IMPLEMENT AND CEMENT DUTIES

Editor, Guide:—I am a firm believer in abolishing the duty on agricultural implements. I am a thorough Canadian and believe in patronizing our home industries, but I do not believe in giving the protected manufacturers the lion's share. I patronize the Cockshutt Plow Company because I believe they make the best machinery, but when they can pay freight and duty across the line, and compete with other companies in the United States, I think they can do the same in Canada. Our new government has a chance to do Canada millions of dollars worth of good by taking off the duty on farm machinery, and then not allowing the Americans to sell implements in Canada without reducing the present prices by the amount of the duty. If the government takes off the duty and lets the Americans come in and do as they please they would probably form a combine with the Canadian manufacturers and charge the same prices as before, and then we would be giving them the benefit of the duty.

Another very important matter is that of cement. Building material is scarce in this country and if we could get cement free of duty we could put up our farm buildings cheaply and we could afford to have shelter for our stock and machinery. With the high cost of lumber and the price we now have to pay the cement merger for cement, we have to do without a lot of the comforts that we might be able to enjoy if this great unfair burden was removed.

J. J. SHAW.

Sweet Valley, Alta.

THE SINGLE TAX

Editor, Guide:—I notice in the Mail Bag of November 8 that John R. Symons has disposed, offhand, of the single tax theory that Herbert Spencer and the Duke of Argyle failed to destroy, and that no political economist of today who values his reputation dares to attack directly.

It appears to me that Mr. Symons' condemnation of the single tax arises from an entire misconception of what the "unearned increment" of land is. The term certainly is both awkward and inaccurate. It was not coined by Henry George, but by John Stuart Mill, when the subject had not been analysed as accurately as at the present day. Let us use a more accurate term, ground rent, and let us see who produces it, and who should get it.

Let us take Mr. Symons' farm for illustration. Fifty years ago the value of that tract of land would be represented by a big cipher with the rim rubbed out. Why? Because it was utterly isolated from civilized society. Although just as fertile as today he could not have existed upon it. Its rent was nothing. Its value, **a capitalization of rent**, was also nothing. But along came the C. P. railroad, others following, and established communication with the outside world. Settlers came, civil government was instituted, schools established, and markets were found for the products of our soil. In all this, Mr. Symons has doubtless done his part but that part has been only one in countless millions. Nevertheless, the sum of it all has made it possible for him to earn a hard living on his farm and given it a value, **irrespective of improvements** of perhaps $25 to $50 per acre. Mr. Symons' farm would have that value, leaving out improvements, which he himself has produced. The farm would have that value if he had never turned a furrow. Who produced it, and who should get the benefit?

Now, let us suppose. Suppose the Hudson's Bay route brings the world's commerce to his door; suppose Pense, instead of Winnipeg, should become the commercial metropolis of Western Canada; suppose all the rivers tributary to Hudson Bay should be harnessed and their power carried electrically to Pense, making it a great manufacturing centre; suppose the town should grow to include his farm, and instead of wheat fields it should be covered with office buildings, stores, factories and costly residences. All this, and more, has come to worse farms than his. Suppose the resulting value should jump to $1,000 per acre, to $5,000,000, to $10,000,000. All this and more, has happened to other land **without one iota of assistance from the owner.** What is the agency of all this, and where should the princely revenues go?

Mr. Symons! Can't you see the cat? If you don't, 'twill scratch you in the face!

GEO. W. ATKINSON.

Ceylon, Sask. Single Taxer.

WINNIPEG AND MINNEAPOLIS PRICES

Editor, Guide:—Your printing in one square block the prices of wheat, oats and barley at Winnipeg and Minneapolis is a splendid idea, and I trust it may remain a permanent feature in your valuable weekly.

By appearing regularly before the eyes of our farmers it will be a great means of educating them to the considerable differences in prices here and across the line, and will show us what we lost in the loss of free trade with the United States in farm products alone—It will show our farmers, too, that they had no cause for rejoicing in the defeat of the Laurier government, since Borden flatly refuses to lower the tariff with America on any terms whatever. This was his statement to our farmer delegates that met him at Saskatoon, of whom I was one who put this question straight to him.

W. HORDERN.

Dundurn, Sask.

SOME SUGGESTIONS FROM BROWNLEE

Editor, Guide:—I must really congratulate you on those paragraphs you place from week to week on the front cover of The Guide. They may be considered in the light of a business text for the week. Also I like the idea of publishing each week the votes cast by the members for the three Western provinces. As the session progresses the record should be kept up-to-date showing the total votes given for or against the items in our Farmers' Platform, a sort of Dr. and Cr. account for each member. It will no doubt have a very stimulating effect, and we will then know when opportunity occurs who to dispense with by way of encouragement to the others as the French said when Admiral Byng was shot.

That new system you adopted on page 29 of The Guide, of the 15th inst. in tabulating the prices at Winnipeg and Minneapolis is quite the thing, and is, I submit, quite worthy of a place on the front cover. By this means it would be brought to the notice of every farmer with, so to speak, the force of a sledge hammer and would quickly spell an irresistible demand for reciprocity.

Trusting you will fall in with my views.

WALTER SIMPSON.

Brownlee, Sask.

CONTROL OF GRAIN EXCHANGES

Editor, Guide:—As an interested reader of your excellent farm and family journal I was pleased with the letter of Mr. John Kennedy in your issue of the 15th on the "grading system." Mr. Kennedy, I believe, could truthfully put the loss much higher sustained by the farmers through the want of a broader market, such as a sample market would give.

Often I have known wheat on the Minneapolis market from some slight defect to be graded one or two points below where its intrinsic value would place it. For instance, wheat that had nine points out of ten in its favor, placing it in say number 2 grade, yet the inspectors would have to grade it down to 3 for this one little defect. But when this number 3 was offered for sale on sample the vigilant buyer for some large mills would often pay the full price of say number 2. Or if the mills did not offer enough the professional "mixer" would often outbid him.

By all means the farmers need a sample market, which in other words means a competitive market. The large grain and other interests in Winnipeg would have lost no time in getting a sample market here if the recent reciprocity pact had passed. Otherwise a great share of this crop would have sought the sample market of Minneapolis. And, now that it has failed to pass, they should be considerate of the producers' interests and speedily urge its adoption. This is a most difficult crop to grade and many farmers will get little or nothing for their year's labor, and any assistance that can be extended to them to realize the best possible returns, should certainly be extended. I endorse Mr. Kennedy's suggestion, and also that of the directors of the Manitoba Grain Growers' association, that the methods of appeal on the inspection of grain be amended to conform more to the methods of appeal on the Minnesota inspection; i.e., while the rules for grading might also be better if changed in some respects, making them more in line with those of that state. But these are matters that can better be worked out by a commission.

As one experienced with grain inspection and marketing in Minnesota for many years, and who was instrumental in passing and framing legislation there establishing the "Board of Appeals" on the inspection of grain, and had experience in grain on both sides of the international boundary and has been a student of market developments on both sides, I believe details of working out a just and equitable system of grain inspection, including plans for appeals, rules for grading, weighing, control of