

# The Brain Growers' Guide

Winnipeg, Wednesday, December 11th, 1912

## A REFERENDUM ON THE NAVY

The Government's naval policy is now before the people of Canada and before the week is over there will undoubtedly be a counter proposal from the Opposition.

The amount of the actual money in the two proposals will probably be about the same. It seems therefore definitely settled that the people of Canada are to be taxed \$35,000,000 by a Parliament that has no mandate from the people for any naval expenditure whatever. Much as many people may deplore a naval expenditure in this day of civilization there is now no alternative for the Canadian people. But there are possibilities in the present situation equally as serious as the expenditure.

There is a possibility of the people being consulted in a general election with the issue of counter naval proposals. Such an event will be a catastrophe and should be avoided. And it can be avoided. Mr. Borden can settle the naval question by constitutional methods to the general satisfaction of the Canadian people without endangering his government and without the demoralizing effect of a general election. It can be done by taking a referendum vote by which every citizen can declare whether he favors either of the naval proposals or whether he is opposed to any navy.

By this means and by no other means can the taxpayers of Canada have a voice in a question which involves a tax of five dollars upon each man, woman and child in the nation. If Mr. Borden will rise to the occasion he will place himself in an enviable position among the statesmen of the British Empire and will be the first to allow the people a voice in the expenditure of their own money.

## SEND IN THE BALLOTS

The Guide Referendum is held this week. The ballot containing the eight questions to be voted upon will be found on page 19. This referendum has been kept prominently before our readers for the past two months, and we need hardly urge again all our subscribers to make this their own. Its aim is to find out the real and unbiased judgment of our readers on these vital questions which Canada must soon settle one way or another, and in order that the Referendum should fulfil its purpose we trust every reader will promptly fill in the ballot and mail it to The Guide. The educational benefit from studying these matters will be well worth the effort expended. Those who are still undecided as to how to vote may get help from the discussion carried on in this week's Mail Bag, as well as in previous letters. Some have clipped the questions from previous issues and have filled in their answers, but these, of course, will not be counted. The ballot appears in this issue only. The vote will be absolutely secret, but every voter should sign his or her name as an evidence of good faith, and to guard against the possibility of anyone voting several times. The Referendum is the foundation of Direct Legislation—that is, letting the will of the people prevail. The chief trouble with our elections is that important issues are befogged by party loyalty, the personality of candidates, keenness for office and various other side issues. Here is an opportunity to express an opinion on the questions themselves, uninfluenced by any other considerations. The attitude of the organized farmers of the West is a matter of lively concern to the press, the politicians and the people of the whole Dominion, and the results of The Guide Referendum will be awaited with the keenest interest. Let everybody co-operate in making this referendum

complete so that the voice of the Western farmers may carry due weight and authority.

## LEND US A HAND

We are particularly anxious that our readers should co-operate with us closely during the next few weeks. We are doing our best to publish a journal in the interest of the Western farmers. If our readers will assist us as much as they can we will be able to keep down expenses a great deal and publish a better paper. The point we have in view immediately concerns renewals of subscriptions. In the next few weeks there will be 15,000 renewals falling due. We want to ask our readers not to wait until their subscription has expired but to renew immediately even though their subscription has still a couple of months to run. This saves us sending out several notices, saves us a lot of work and expense in the office, and gives us ready money at a time when we need it most. The label on every paper tells each subscriber immediately when his subscription is due. We would be glad if all those who can afford it would take advantage of our long term offers as follows:—

Two years .....	\$1.50
Three years .....	2.00
Five years .....	3.00

We would like to have all these 15,000 readers renew their subscriptions before January 15. We will then be able to concentrate all our energies to getting new subscriptions. How many of our readers can we depend upon to help us in this respect?

## DEMURRAGE RATES INCREASED

The Board of Railway Commissioners on the application of the railway companies, has issued an order authorizing the increase of demurrage charges on freight cars from \$1 to \$2 and \$3 per day. The order will be in force from December 15 until March 31 next, and during that period any shipper or consignee who holds a car more than 24 hours, will be required to pay to the railway company a penalty of \$2 for the first day and \$3 per day afterwards. The object of the order, as stated by the railway companies and by the Board, is to prevent the use of cars for storage purposes. A great many merchants, it is said, make a practice of leaving goods in cars because they have not sufficient warehouse accommodation, and find it cheaper to pay \$1 a day for the use of the car than to enlarge their premises. There can be no doubt that the use of cars in this way contributes to the car shortage, not only by reducing the number of cars available, but by causing congestion in the yards. So far as this feature of the case is concerned the increase of demurrage rates will work for the advantage of farmers and shippers generally. Where the increased demurrage charges will work hardship will be in cases of unavoidable delay in the loading of a car. During a car shortage a farmer who has applied for a car never knows when it will be placed, but he must always be ready to load it immediately it goes alongside the platform. To load a 60,000 pound car to its capacity, a farmer who has his grain stored five miles from the railway must travel something like 180 miles with his teams, and now if he consumes more than 24 hours in this light task he is to be fined \$2 the first day and \$3 for every additional day until the car is loaded. But after the farmer has loaded the car and the demurrage charges have been added to his freight bill, the railway companies may leave the wheat on a side track till it rots if they choose and he will have no redress.

The increase in demurrage charges should greatly strengthen the demand of shippers for reciprocal demurrage. The railways evidently believe that a penalty of \$3 a day will make the public hustle in loading and unloading cars, and it would be only just to try the effect of the same medicine on the railways and see if reciprocal demurrage would not make them handle traffic more expeditiously.

## PARLIAMENT AND THE C.P.R.

Mr. W. F. Maclean, Conservative member for South York, and proprietor of the Toronto World, made a vigorous attack in the House of Commons a few days ago upon the frenzied-finance methods of the Canadian Pacific Railway. He declared that the people were being put into slavery by foreign capitalists and said Sir Thomas Shaughnessy, the master financier of the company, owed his election as president to the proxies of a Dutch syndicate of shareholders. Mr. Maclean advocates Parliamentary action to stop melon cutting and discrimination in rates. It is to be hoped that Western members on both sides of the House will support Mr. Maclean, and force both Government and Opposition to show whether they are on the side of the people or the tools of the C.P.R. One of the questions that must soon be settled is whether the Government of Canada will control the C.P.R. or allow the C.P.R. to control the Government.

## FRUITS OF PROTECTION

Protection, we are told, builds up cities and makes for a well-rounded Dominion. Toronto, once, but no longer, called "The Good," is an outstanding example of what protection can do. It is the leading manufacturing city of Canada, the headquarters of Protection, and the home of many millionaires. To properly appreciate the prosperity which protection has brought to Toronto, however, we must look beyond the palaces of the millionaires, and enquire whether the mass of the people are enjoying their share of the wealth which is being created.

The following is an extract from an ordinary news report of a meeting of the Legislative Committee of the Toronto City Council, which we cull from the Toronto Star of recent date:—

### "100 People in 10 Rooms"

"On Alderman Wanless' motion, the following matters will be referred to the government for legislation:—

"1. A limited number of inmates in lodging houses.

"2. The licensing of lodging houses.

"3. The sale of civic lands to poor people.

"4. To instal sanitary conveniences where necessary, on the local improvement system.

"5. To control tramps and other vagrants by the application of the indeterminate sentence.

"Said Alderman Wanless: 'You have heard of the tenement conditions in New York City. Have you heard of the lodging house in this city that in ten rooms accommodates one hundred men and women? It is one of the old houses purchased by the C.N.R. for freight sheds, and sublet to foreigners as lodging houses. In this particular instance, the lessee charges one dollar a week per head—receiving for his vile accommodation \$5,200 per annum.' 'He should be summoned,' said Alderman MacMurrich.

"The sanitary conditions are terrible,' continued Alderman Wanless. 'There are processions of vermin on walls. The place is a pest hole.'

"The idea of the clause dealing with tramps is to drive away chronic vagrants."

What more eloquent testimony could be produced as to the results of Protection? Do our great financiers, our manufacturers, and our railway magnates, realize that in the

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