



MANITOBA SECTION

This Section of The Guide is conducted officially for the Manitoba Grain Growers' Association by R. McKenzie, Secretary, Winnipeg, Man.

MANITOBA GRAIN GROWERS' ASSOCIATION

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Farmers Must Get Together

The outcome of the hearing by the board of railway commissioners of the complaints of the Manitoba Grain Growers' Association as to ineffective cattle guards which the railways provide, and the continuous refusal of the companies to recognize claims for stock killed on their tracks, lays a new emphasis on the absolute necessity of the farmers getting closer together and extending their organization.

Chief commissioner Mabey clearly pointed out the situation as far as the board was concerned. He stated that they had done all they could and if farmers were going to have relief, they (the farmers) would have to go to parliament and get amendments to the railway act. He also further intimated, if not in express terms that if that was to be done the farmers would have to do it themselves. In other words, the farmers themselves must devise the remedy and work out what amendments are necessary to make the railway act effective, in compelling the railways to give compensation for stock injured or killed on their property. The point in Chief Commissioner Mabey's reference is that the farmers themselves must suggest or devise the amendments necessary to be made to the railway act.

The Western farmers send a bunch of professional men to represent them at Ottawa and it is pretty safe betting that if effective legislation is to be passed at the approaching sitting of parliament, by way of amendments to the railway act, those amendments will not come from any of the lawyers whom the farmers send to Ottawa to represent them, but must come from the farmers themselves through their organization.

Past experience clearly indicates that so long as the people send only professional and commercial men to represent them in parliament and the legislature, the laws that will be placed on the statute books will be of such a character that they will grant special privileges that will be oppressive to the masses of the people.

Organization Necessary

In the matter of securing compensation for losses of stock killed on the tracks, the individual farmer can do nothing against the railways, but were they properly organized they as a body could meet the corporations on somewhat even terms. As long as they are separated and have to deal individually for their rights, they cannot hope to succeed, while if they were a compactly organized body through which the individual claims would be presented and pressed to settlement the result would be altogether different. The organization, in that case, would be somewhat along the line of an insurance company where the many would contribute their share towards securing the rights of the individual and the railway companies would cease resisting the payment of just claims such as they do now. The farmers, if properly organized, could then afford to secure proper legal advisors and could see that the railway companies would have to live up to the law like any private citizen.

As suggested by Mr. Mabey, it is quite apparent that the farmers must first secure legal advice as to the amendments necessary to be made to the railway act and send representatives to Ottawa to press for these claims. It seems an anomaly that we elect representatives to represent us in parliament and when we want anything in our interests we must go to the expense of maintaining a delegation to press our views on the government.

Will the officers of our local branches take this matter up seriously and present it to farmers who are not yet seized of the importance of organization and their duty to identify themselves with the Grain Growers' movement, the only organization of farmers which we have had in Western Canada, that is effectively coping with the situation? In Manitoba we have now some one hundred and ninety

branches and there are very few farmers who are not within reasonable reach of one of these branches. Now that the season's work is getting pretty well in hand, those who have in the past taken an interest in extending and supporting the Grain Growers' movement should continue their efforts in the direction of impressing their neighbors with the importance of every farmer becoming a member and contributing his share towards the support of the institution.

RAILWAY IGNORES ORDER

Another case before the Board of Railway Commissioners at its present sitting in Winnipeg, illustrated the uselessness of trying to inject conditions into a contract made by governments with the railways when they are granting them subsidies and guarantees.

When the Manitoba government made a contract with the Manitoba and South Eastern Railway, which is now part of the C. N. R., one provision of that agreement was that saw-logs would be hauled from 150 miles from Rainy

river to Winnipeg at \$2.50 per thousand feet, the object of this being to develop the manufacturing of lumber in Winnipeg so as to not only provide a consuming market for the by-products of the mills, but also provide fuel for the people of Winnipeg. On the strength of that agreement with the government, the Rat Portage Lumber Co., established a lumber manufacturing plant at St. Boniface and are now seeking relief from the Board of Railway Commissioners from the oppressive regulations imposed upon them by the C. N. R., but more especially for an order compelling the railway company to supply them with the necessary rolling stock to haul logs to keep the mill in continuous supply.

Mr. Cameron, president of the Rat Portage Lumber Co., stated before the Board, that for six years the plant was only partially run for an average of 125 days a year, and that conditions were getting so oppressive that if they were not granted relief and the C. N. R. compelled to live up to the terms of their agreement with the Manitoba government, that they would be forced to go out of business. Recently, part of the supply of the mill originated

OTTAWA DELEGATION

The movement in favor of sending a huge delegation to Ottawa to present the views of the farmers of Canada on the tariff situation, is progressing very favorably. The executive of the Dominion Grange has sent out instructions to each of the local Granges to appoint a delegate to go to Ottawa. The Ontario dairymen's association is also taking the question up very seriously and is expected to send a large representation from that institution. The organized farmers in Quebec are also coming to the front, while there is every indication that a representative delegation will be present from the Maritime Provinces. The officers of the National Council of Agriculture have the matter in hand, their plan being to have a delegation if possible from every province in the Dominion meet in Ottawa for one or two days and discuss matters pertaining to the needs of farmers throughout the Dominion, and then demand a very substantial reduction in the tariff.

The farmers of the Prairie Provinces will be glad to know that they are not alone in this agitation for a reduction in taxation. As a matter of fact the farmers of Ontario have always taken the lead in the movement for tariff reduction. It is very fortunate that they are doing so and that they are becoming so aggressive. Being situated as they are, near the seat of government, they are in a better position to bring pressure to bear on parliament. Perhaps they are not so keenly concerned as their Western brothers, because of the peculiar situation of the Western farmers, the tariff being especially oppressive upon them. Hence, all the more reason why in this movement the Western farmers should spare no effort to be largely represented on the delegation to Ottawa. Every one of our branches in Manitoba and the other provinces should, as soon as the hurry of the work is over, and it is possible to get together, seriously discuss the practicability of every branch sending one or more delegates to attend this Meeting at Ottawa. The expenses will of course be large, but no larger than the importance of the situation demands.

They will be confronted with a huge organization having unlimited financial support and very large political power who can afford to spend large sums of money in resisting the pressure that the farmers may bring to bear upon parliament. Those who profit from the tariff are not going to loose what they have without a struggle. The force of their compact organization and their large financial advantage can only be overcome by the farmers with numerical strength and a determined stand for their righteous cause. A delegation comprising several hundred Western farmers going to Ottawa, would be a revelation to those who effect to think that farmers cannot organize to make their strength felt.

The expectation now is that the delegation will leave the West on a special train about December 1. Those attending will have the opportunity to spend the Christmas holidays with friends in Eastern Canada if present plans materialize.

I will send further information to the branches in a short time. In the meantime think about it and be getting ready.

R. MCKENZIE,
Sec'y M.G.G.A.

from that portion of the C. N. R. running through Minnesota. The railway company imposes 50 cents a thousand higher freight rate from Minnesota points on the railway than they do from Rainy river, although the hauling is not much more than half the distance.

The defence put in before the Board by the solicitor of the railway is characteristic: "That the agreement of the government compelled them to haul logs from Rainy river to Winnipeg at \$2.50, yet that portion of the road in Minnesota, although a part of the C. N. R. system, was working under another charter, and that the restrictions imposed upon the C. N. R. by the Manitoba government did not apply to this part of the road, although it was financed by Manitoba government bonds."

The railway also imposes a switching charge of \$2.00 a car on the Lumber Co., for switching their cars into their mill siding, which was not contemplated in the agreement made by the government with the railway.

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Synopsis of Canadian North-west Land Regulations

ANY person who is the sole head of a family, or any male over 18 years old, may homestead a quarter-section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency on certain conditions, by father, mother, son, daughter, brother or sister of intending homesteader.

Duties.—Six months residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price \$2.00 per acre.

Duties.—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts. Price \$2.00 per acre. **Duties.**—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$200.00.

W. W. CORY,
Deputy of the Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for.