

their office regardless of the rights of the individual shippers. In other words their transactions would indicate that the individual shippers receive no consideration from them. It is an established fact that the G. G. G. Co. have for some time past, and during the period of the prevailing premiums which were at one time as high as 7 cents over October, been selling grain as fast as it was received by them, against which they bought Oct. This grain was placed in their hands by their customers to be sold at a future date or on advice from the G. G. G. Co. to sell. This Company has advised the trade, up to a recent date, to hold its grain. You will notice by the last issue of THE GRAIN GROWERS' GUIDE that they are now advising the farmers to sell their grain on the hard spots. In other words the premium has about disappeared and the G. G. G. Co., as a company, has nothing to gain by the farmers holding the grain which is supposed to be in their possession to be sold on order, the grain having been sold and the Grain Growers' Grain Co. having obtained the fine premium which has now disappeared, they are advising the trade to sell. All premiums obtained over and above those prevailing today will be profit to the G. G. G. Co., as is clearly set forth in the letters attached hereto. I have no doubt that the G. G. G. Co. will in every case advise the shipper that the profit will be divided among the shareholders. You have only to refer them to the ridiculously high operating expenses of this company for the past year, to convince them that there will be a large part of these profits which will not be returned. Further, why should a man owning one share of stock in this G. G. G. Co. and being a shipper of from 2 to 10 cars or more, be satisfied with the same percentage of profit on his share of stock as the shipper who ships but one car? In other words, a member of this association who is shipping more than one car is not getting his percentage of the profits, even if equally divided as he shares alike with every member, whether he ships grain or not.

The above letter which was not signed was sent out broadcast through Swan River. It is untrue and aimed only to injure the farmers' company. At Mr. Robson's committee rooms it was announced that the information was supplied by the Canadian Elevator Company. On account of such tactics as the above THE GUIDE criticised Mr. Robson and we can hardly see how we would be expected to do otherwise.

### CALLS FARMERS GRAFTERS

We must apologize to our readers for devoting so much space to the Winnipeg Telegram this week, but its charges are so grossly untrue that we must refute them. The Telegram of July 26 says:

"In reality the Grain Growers' Grain Co. is a band of schemers and plotters. They take the farmers' money and send out emissaries to misrepresent to the farmers their manner of doing business."

This sounds exactly like the elevator combine to accuse the 8,000 shareholders of the Grain Growers' Grain Company, nearly half of whom are in Saskatchewan, of being grafters. The Telegram knows that its statement is untrue and is doing this with the sole object of injuring farmers. Further on, the Telegram says, in the same article,

"In justice to the farmers of Manitoba the books of this company should be audited under the direction of the Manitoba government."

This is the most impudent thing the Telegram has yet proposed; to suggest that the farmers do not know enough about doing their own business not to need the aid of a government auditor.

We would suggest that the Telegram Printing Co. set an example in this respect and ask the government to audit its books and show to the public from what direction the money comes which supports the Telegram in its fight to help the elevator combine. Just let the Telegram clean itself up before bringing such charges against the farmers of the West. Then it will be time to organize an attack upon the farmers.

Sir Wilfrid Laurier says that there can be no separation of the interests in Canada, but that all must work together. How can he expect the Western farmers to coincide with this view when the interests of the Eastern manufacturers are protected at the expense of the Western farmers?

### THE GUIDE AND THE TELEGRAM

In view of the attack The Winnipeg Telegram has made upon THE GUIDE and the statement that the Telegram has made regarding the ownership and control of THE GUIDE we wish to set both sides of the question plainly before our readers, in case any of them should not know it. Four years ago the farmers' associations originated The Grain Growers' Grain Company as a protest against unfair conditions, and the success of that company from the start was unprecedented. The farmers realized, as every other interest realizes when compelled to fight, that in order to make progress they must have a journal to present their views and the unqualified truth to farmers wherever they might be. The associations were not financial institutions and could therefore not publish a paper of their own. But the Grain Growers' Grain Company, which is comprised of nearly 8,000 members of the associations, decided to supply the want. THE GRAIN GROWERS' GUIDE was therefore established two years ago by the Grain Growers Grain Company, and has been largely financed by that company. Assistance has been given to THE GUIDE by vote of the shareholders at their annual meetings. It was adopted as the official organ of the Manitoba Grain Growers' Association, The Saskatchewan Grain Growers' Association, and the United Farmers of Alberta. THE GUIDE was the gift of the company to the associations. The stock in the company which publishes THE GRAIN GROWERS' GUIDE is largely, but not altogether, held by the Grain Growers' Grain Company and the object for which the paper was established can be shown no better than in the words of Mr. Partridge, who was the first editor. He said that THE GUIDE was

"Designed to give uncolored news from the world of thought and action and honest opinions thereon with the object of aiding our people to form correct views upon economic, social and moral questions so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the widest possible increase and diffusion of material prosperity, right living, health and happiness."

That aim THE GUIDE has endeavored to live up to though it must necessarily fall short of such a high ideal. Yet always it has endeavored to protect the interests of the farmers of Western Canada and to present the truth at all times no matter where it may strike. The editorial policy of THE GUIDE has not been dictated by the Grain Growers' Grain Company but has been in keeping with the platform of the farmers associations as laid down by them at their annual conventions. And this will be the editorial policy of THE GUIDE henceforth though in so doing it is subject to the criticism and hatred of all the vested interests that prey upon the farmer.

Let us look, on the other hand, at the Winnipeg Telegram which calls us "The enemy of the farmer." What has the Telegram done for the farmers? Last fall it joined hands with the elevator combine and published the "Observer" letters for a few paltry dollars until it dared publish them no longer. The Telegram, though it hates Sir Wilfrid Laurier and his government, will not help the farmers in any single way to secure relief from the high protective tariff. The Telegram smothered the news relating to the graft in the terminal elevators, and has never helped the farmers in any way in their fight with the elevator combine. Outside of the attack which the Telegram made on the beef combine last fall, we challenge the Telegram to show where it has ever done anything to help the farmers of the West in their fight for their rights. And in conclusion we challenge the Telegram to publish its history, as we have told ours. When we have a battle to fight we like to fight our enemy in the open. There is nothing about THE GUIDE or its ownership that we are, not willing for every one of our readers to know. The Telegram has openly become the champion and ally of the elevator

interests. It is adopting the tactics of the Elevator Combine with the aim of breaking up the only organization the Western farmers have to protect themselves. If the farmers of the West choose to support the Telegram rather than THE GUIDE they should do so with their eyes wide open.

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### THE OUTLOOK IS BAD

Every prospect at the present time points to the conclusion that the Dominion government will build the Hudson Bay Railway but will hand it over to one of the existing railways to be operated. This company will no doubt be the Canadian Northern Railway. The reason for the Dominion government handing the Hudson Bay line over to the C. N. R. will be due to the pressure of the big interests in the East. These interests do not care anything about the cost of transportation to the farmers in the West. What they want to see is produce of the Western Prairies carried to the Eastern seaboard in order that the big transportation companies and other big interests may take their toll from it. For this reason there is not one of the big transportation concerns which would be willing to see the Hudson Bay road operated by the government. They know that if the government takes hold of the road and operates it in the interest of the Western people, as it should be operated, that it will save a lot of money to the Western farmers but it will also take away a lot of traffic from the eastern transportation routes. This realization is back of the great delay in building the road to the Bay. The present big companies do not want to see it built at all. But they cannot prevent the eventual construction of the road and the next best thing is to control it. Thus all the companies will be willing to see the road to the Bay controlled and operated by Mackenzie and Mann rather than by the government. These two gentlemen have a great railway and steamship system to the East and they can be trusted to see that the Hudson Bay line is built as slowly as possible, and when it is completed to see that as much traffic as possible is diverted from it to the eastern routes where all the lines will get a share of it. The claim is advanced that the railway commission will exercise control over the road and ensure that it will be operated in the interest of the West. If so the railway commission will have to be given more power and become more active than it is at the present time. The railway commission has accomplished a great deal but it has done nothing to warrant a statement that it can control the Canadian Northern Railway. If the road to the Bay is constructed and controlled along the lines suggested by Sir Wilfrid Laurier and Hon. Geo. P. Graham, the farmers of the West will find that it will not prove to be the boon they expected it to be. Will the time ever come when governments at Ottawa have the courage to stand up for the rights of the people and cease truckling to the interests of special privilege?

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The greatest need among our people to-day is education. Not necessarily the kind given in our educational institutions, though that is a good foundation, but rather an education on the causes and effects of present conditions and what may be done to improve them.

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Hon. Clifford Sifton cannot see how any good can be accomplished by the agitation for a lower tariff. But he knows that if the farmers had remained silent that the tariff burden on the farmers would have been increased.

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The farmer who wants to see the day of monopoly pass away and the days of fair play heralded in will watch his own interests. This means that he will support the Farmers Company, The Grain Growers' Grain Co.