

C.P.R. DEMONSTRATION FARMS

Mr. J. S. Dennis, assistant to the president, Canadian Pacific Railroad, and head of the Department of Natural Resources, which administers all the company's lands in Western Canada, has made the announcement that this company will establish and operate twenty-five farms in Western Canada. The operation of these farms will involve the best system of mixed farming in existence.

There will be small areas of all grains and special attention will be paid to live stock. It is a recognized fact that the most successful farms in the world are those upon which the dairy cow is the backbone of the whole industry. This will no doubt be the case on the Canadian Pacific farms, but much attention will also be paid to hogs, beef cattle, sheep and chickens. In fact, all branches of the live stock industry will be carried on at the farm. Special attention will also be given to raising of root crops and other vegetables.

It is Mr. Dennis' idea to make these new Canadian Pacific farms an object lesson, proving conclusively to all farmers that diversified agriculture is the best paying system there is. This movement is also in line with the present policy of the company, which is strictly along the lines of land colonization and development instead of purely land selling.

LAND VALUES TAXATION

Readers of The Grain Growers' Guide who follow the agitation in Canada for free trade and land values taxation should acquaint themselves with the progress that is being made with this reform all over the world, and especially in Great Britain, where Mr. Lloyd George's great budget of 1909 has opened the door wide for an immediate advance towards reform in land tenure and taxation.

In Great Britain the agitation for the taxation and rating of land values is conducted by a number of active leagues in London, Glasgow, Leeds, Manchester, Newcastle-on-Tyne, Cardiff, Belfast, Edinburgh, Portsmouth, Birmingham, Inverness and Liverpool, and the literature of the movement has spread into every part of the kingdom.

These leagues are represented in London by the central organization, the United Committee for the Taxation of Land Values, where the ably edited journal of the movement, "Land Values," is published month by month. It contains a full record of the work that is being done and to the student and reformer its articles on the economics and politics of the question are an inexhaustible and invaluable mine of information. Our readers should become subscribers to this paper. It is published at one penny (2 cents) per month, and the annual subscription (including postage) is 37 cents, which should be sent to the offices of "Land Values," 11 Tothill Street, Westminster, London, S.W. Three subscriptions of the paper will be sent to separate addresses for one dollar.

WOMAN SUFFRAGE ASSOCIATION FORMED NEAR MINITONAS

People interested in the cause of woman suffrage will be glad to hear of an association being formed in the Roaring River School District near Minitonas. Mr. Sifton, a grain grower living in Minitonas, and Mrs. Dexter, who has been associated with the woman suffrage movement in London, addressed the meeting. Mr. Sifton's address was in his usual good style, but Mrs. Dexter was probably the more interesting speaker. With some friends working now in London and some having been sent to Holloway prison to endure, Mrs. Dexter says, tortures which she could not bear to speak of, Mrs. Dexter can speak with authority on some points connected with the subject. Many of the newspaper accounts are cruelly exaggerated. A suffragette friend of hers having got off a tram was walking peaceably down a street when she was suddenly confronted by a policeman, arrested, taken before a police magistrate and sentenced on the charge of striking the policeman, a thing she never thought of doing. This incident is probably one of many. These women are from the wealthy homes of England and are cultured, educated and refined. They are working, not for themselves, but for the British working women who have no time for such. Before the meeting closed a woman suffrage association was formed with Mrs. Dexter as president. The association is going to forward a resolution endorsing woman suffrage to Mr. McDonald, the provincial member of parliament for the Swan River Valley.

The Grain Growers' Guide

G. F. CHIFMAN, Editor

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THE GUIDE IS 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, intellectual development, right living, health and happiness.

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The Titanic Disaster

Sixteen Hundred Perish—Men Voluntarily Stay on Sinking Ship that Women and Children May be Saved

How the White Star liner Titanic, the largest vessel afloat, sank off the grand banks of Newfoundland, on Monday morning, April 15, carrying to their death 1,601 of the 2,340 persons aboard, was told to the world in all its awful details for the first time on Thursday night with the arrival in New York of the Cunard liner Carpathia, bearing the exhausted survivors of the catastrophe. Of the great facts that stand out from the chaotic account of the tragedy, these are the most salient:

The death list has been increased rather than decreased since the first news of the disaster came. Six persons died from exposure after being rescued.

The list of prominent persons lost includes Chas. M. Hays, president of the Grand Trunk Pacific Rly., John Jacob Astor, Mr. and Mrs. Isidor Straus, William T. Stead, Benjamin Guggenheim and J. B. Thayer. Practically every woman and child was rescued, with the exception of those women who refused to leave their husbands. Among these was Mrs. Isidor Straus.

The survivors on the lifeboats saw the lights on the stricken vessel glimmer to the last, heard her band playing and saw the doomed hundreds on her deck and heard their groans and cries when the vessel sank.

The men who went down with the Titanic died heroically. They helped the women and children into the boats and with very few exceptions made no attempt to save themselves until all the women first cabin, second class and steerage had been saved.

Not only was the Titanic tearing through the April night to her doom with every ounce of steam crowded on, but she was under orders from the general officers of the line to make all speed of which she was capable. This was the statement made by J. H. Moody, a quartermaster of the vessel and helmsman on the night of the disaster. He said the ship was making 21 knots and the officers were striving to live up to the orders to smash a record.

"It was close to midnight," said Moody, "and I was on the bridge with the second officer, who was in command. Suddenly he shouted: 'Port your helm!' I did so but it was too late. We struck the submerged portion of the berg."

Fatal Jar Almost Unfelt.

Of the many accounts given by the passengers most of them agreed that the shock when the Titanic struck the iceberg, although ripping her great sides like a giant can-opener, did not greatly jar the entire vessel, for the blow was a glancing one along her side. The accounts also agree substantially that when the passengers were taken off on to the lifeboats there was no serious panic and that many wished to remain on board the liner believing her to be unsinkable.

Saw Titanic's Death Plunge.

The most distressing stories are those giving the experiences of the passengers

in lifeboats. These tell not only of their own sufferings, but give the harrowing details of how they saw the great hulk of the Titanic stand on end, stern uppermost for many minutes before plunging to the bottom of the sea. As this awful spectacle was witnessed by the groups of survivors in the boats, they plainly saw many of those whom they had just left behind leaping from the decks into the water. A number of these were afterwards saved, being able to reach pieces of wreckage and being picked up by the life boats after staying in the icy water for some hours supported by life-belts.

J. Bruce Ismay, president of the International Mercantile Marine company, owners of the White Star line, was among the few male passengers saved.

Canadians Lost

The Canadians who were lost were: Chas. M. Hays, Montreal; Hugo Ross, Winnipeg; J. Borebank, Winnipeg, formerly of Toronto; George E. Graham, buyer for the T. Eaton Co., Winnipeg; Thompson Beattie, Winnipeg; Dr. Alfred Paine, Hamilton; Mark Fortune and his son Charles, Winnipeg; Mrs. Allison, Montreal; J. Baxter, Montreal; Thornton Davidson, son-in-law of Chas. M. Hays, Montreal; V. Payne, secretary of Chas. M. Hays; M. W. H. Parr, Montreal; George Wright, Halifax; Ernest A. Sjostedt, Sault Ste. Marie; James McCrie, Sarnia.

The Canadians saved were:

Mrs. Chas. M. Hays, Montreal; Mrs. Thornton Davidson, Montreal; Mrs. John C. Hogeborn; Major Arthur Peuchen, Toronto; Mrs. Mark Fortune, Winnipeg; Alice Fortune, Winnipeg; Ethel Fortune, Winnipeg; Mabel Fortune, Winnipeg; infant daughter of H. J. Allison, Montreal; and nurse; Mr. and Mrs. A. A. Dick, Calgary.

Canadian Men Survivors

Only two men of the Canadian passengers on board survived the disaster. They are A. A. Dick, of Calgary, and Major Peuchen, of Toronto. Of the former it is to be said that one only needs to listen to his story to at once exonerate him from all blame of selfish cowardice. With the sixth boat only partially filled and with few women by the rail at the time, an officer started to lead Mrs. Dick to the boat. She resisted, and clung to her husband prepared to die with him rather than be separated. Her husband had kissed her goodbye and had let her go, but she refused, and both were bundled forcibly into the boat where Dick took his place at the oar.

To the Toronto survivor a tribute was paid by one of the ship's officers who testified before the United States senate committee of investigation. Ready and cheerful in the lending of aid, Major Peuchen had helped to load the boats, but there was swung to the water a craft filled with women which was not half manned. There was none to go and none seemed likely to offer, for from the deck of the Titanic to the lifeboat on the water was a dizzy depth. Major

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BEATTY BROS. BOX B BRANDON, MAN.

Peuchen, however, informed the officer in charge that he was a yachtman, and the officer told him that if he was yachtman enough to reach the lifeboat by means of a dangling rope he might go. This he did, took charge of the boat, and piloted it safely to the Carpathia.

Survivors' Stories

The following story of the disaster was told by Mrs. A. A. Dick, of Calgary: "We were awakened in our cabin on hearing the lifeboats being scraped against the side. Soon afterwards there was some little commotion, and enough to arouse our curiosity. Together with my husband, I made my way to one of the decks, and learned that the steamship had struck an iceberg. We could see the iceberg, for the night was clear and starry. We were indifferent about leaving the steamship, as we did not believe it was going to sink. We put off in the third boat, but had not gone far when we realized the big liner was sinking. Then at a safe distance away from the possibility of suction, we saw one deck after another sink from view."

"We could see men jumping into the water, and could hear terrifying screams and shouts of distress; we heard several rounds of shots echoing across the water, and learned afterward that many men were shot down as the last boat put away. There were three men shot in the steerage by the second or third officer, we understood."

"As the steamship went down the band was up forward, and we could faintly hear them start 'Nearer My God to Thee.'"

"There was no evidence of panic while we were on board, and I first laughed at the idea of the Titanic sinking. We were in the open boat for more than 6 hours, and had bread and water with us. We thought aid was never coming, and we suffered some from the cold."

Bound for Saskatchewan

Donald Backley is the sole survivor of six lads who left a small village in the south of Ireland to seek their fortunes in the new world. They were on their way to Saskatchewan.

They were in steerage and were asleep at the time of the collision.

"I just woke up," said Backley, "and heard such a noise on deck that we knew something had happened. We all went up and were told that nothing

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