

## To Fight Ocean Combine

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the cost of the new Welland Canal, and less than half the amount which the ocean freight combine took out of the pockets of our farmers on the wheat crop of 1912, and that they may again take out of their pockets this year unless the government steamers are put on to relieve the situation.

When you consider the enormous sums that the government has given to the railroads—hundreds of millions of dollars to the Canadian Pacific, the Canadian Northern, and the Grand Trunk Pacific—to carry our grain to the ocean, it looks very strange that they should sit still and allow a foreign steamship combine, even if the Canadian Pacific Railway and the Canadian Northern Railway are leading spirits in it, to mulct from Canadians millions of dollars in excessive freights yearly when it only calls for a capital investment of \$2,500,000 to give us reasonable rates on our traffic both to and from Great Britain.

### Government Ownership Only Solution

We know that the Dominion government and the governments of Saskatchewan and Alberta have for two or three years had the best lawyers procurable fighting to get equitable freight rates from our railroads, which are under the control of the Board of Railway Commissioners, and after long fighting and great expense judgment has at last been given reducing the rates in some cases, but the ocean steamships are not under the control of any government, and, as Mr. Drayton might truly have said: "It is impossible for the government to control except by putting on a line of ocean steamers," for if we put restrictions on our ports it would tend to drive the steamships away, and we want more steamers and not fewer.

There is nothing except a government line of steamers that can prevent the railroads raising the ocean freight rates on traffic to and from Great Britain, to recoup themselves for the reduction in freight rates ordered by the Board of Railway Commissioners, as they can say: "Well, if you reduce freight on land, why we will advance it an equal amount on the seas," and thus deprive our people of the benefit they should derive from the order of the Board of Railway Commissioners reducing rail rates.

If the government were being asked to give millions of dollars as a bonus to some private corporation, or grant huge subsidies to private steamship lines, or to embark on an expenditure of hundreds of millions of dollars from which they would receive no revenue, as the big deputations which visited Ottawa lately asked them to do in deepening the St. Lawrence Canal and in building the Georgian Bay Ship Canal, we could understand the government hesitating. When, however, they are asked to spend only \$2,500,000 in buying ships which, if found unnecessary in a few years, could be sold again for nearly what they cost, and when this expenditure would save Canadians in reduced freight rates probably more than \$2,500,000 yearly it is hard to understand the government hesitating a moment to do so, no matter how powerful the influence of the railroads and steamship companies may be against the proposal.

### Free Wheat

If wheat were free for five years and the Canadian government then put on an export duty of 4½ cents per bushel, our farmers would hold indignant meetings in every hamlet, our members of parliament would be deluged with telegrams, our Grain Growers' Associations would arrange a huge deputation to urge on the ministers the immediate removal of the imposition. When, however, the Ocean Steamship Combine, to put money in the pockets of their foreign shareholders, advances freight 4½ cents per bushel in one year and reduces the price to the farmer 4½ cents on every bushel he sells, no effort worthy of the name is made by the farmers to get relief.

The reason undoubtedly is that the farmers did not know this, but now that the plain facts are before them, the writer is much mistaken in his opinion

of the virility of the farmers if they do not rise up in their might and tell the government at Ottawa that this robbing of the Canadian producer and consumer by a foreign steamship combine must be stopped, and stopped now, at any reasonable cost.

### 1913 CROP FIGURES

Ottawa, April 20.—A bulletin issued today by the census and statistics office reports on the proportion of grain of last year's harvest that proved of merchantable quality and upon the quantities in farmers' hands at the end of March, 1914, the report being based upon returns by crop reporting correspondents on March 31.

Of the total estimated production of wheat in Canada in 1913, amounting to 231,717,000 bushels, 224,810,000 bushels, or 97 per cent., proved to be of merchantable quality. This is a larger proportion than in any previous year since estimates were first obtained in 1910. The corresponding percentages in previous years were 92, 87 and 94. About 16.5 per cent. of the total Canadian wheat crop in 1913 is reported as remaining in farmers' hands at March 31, 1914, this proportion representing 38,353,000 bushels. This, too, is a lower figure than in any previous year and is consistent with the high records of inspection and shipment.

Of the oat crop of 404,669,000 bushels, 94.58 per cent. is estimated to have been of merchantable quality, representing 383,754,000 bushels. The figures for 1913 are the highest on record. The amount in farmers' hands at March 31 is placed at about 40 per cent., or 161,537,000 bushels, the proportion of the 1912 crop on hand in 1913 being 44.22 per cent., or 173,178,000 bushels.

Barley, the total yield of which was 48,319,000 bushels, proved of merchantable quality to the extent of 46,185,000 bushels, or 95.58 per cent., the proportion in previous years being 87 per cent., 1912; 90 per cent., 1911; and 92 per cent., 1910. The quantity remaining in farmers' hands on March 31 was about 30 per cent., or 14,440,000 bushels, as compared with 17,289,000, or 35 per cent. of the 1912 crop on hand at March 31, 1913.

### FARM BOYS' CLUB

So successful did the Farm Boys' Club feature of the 1913 Winnipeg Exhibition prove that the directors have decided to repeat it, and are now distributing a folder inviting the farm boys of the Province to enter the competition for places in the club of 1914, by writing an essay of 400 to 500 words on the following subject: "How Waste on a Manitoba Farm May Be Reduced."

The contest is open to boys residing on farms, or those intending to make farming their life work, and who were not members of last year's Farm Boys' Club. The essays must be in the Exhibition office not later than May 15, 1914. A copy of the folder giving full particulars may be obtained by addressing the secretary of The Canadian Industrial Exhibition Association, Chambers of Commerce, Winnipeg.

### LINCOLN ON THE TARIFF

(Horace White, in N.Y. Evening Post)

The "familiar Lincoln quotation" which you copy from the Philadelphia Ledger, but which you have not been able to find in any authentic works of the great man, must be a fiction. The quotation is in these words:—

"I do not know much about the tariff, but I know this much, when we buy manufactured goods abroad we get the goods and the foreigner gets the money. When we buy manufactured goods at home we get the goods and the money."

My reason for thinking that Lincoln never said this is that he was not a fool. He knew that a good rule must work both ways. In the case supposed both the foreigner and ourselves could double their wealth by not trading at all. How strange that the world never before discovered this method of amazing riches by abolishing commerce altogether!

The fallacy in the quoted saying consists in the misuse of the word money. When we buy goods abroad we do not pay for them with money.

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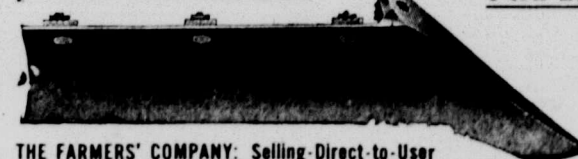
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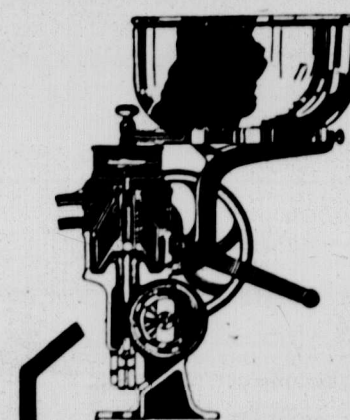
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