

Prize Essay

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This Essay was awarded the \$10 prize as the third best one written by Students of the Manitoba Agricultural College of the First and Second Years.

Co-operation may be defined as the association of any number of individuals, for their mutual benefit, and more especially, the association of working people, for the management and distributing of their industrial efforts.

Co-operation is no new theme, as it was started as long ago as the year 1777. It was first started along the line of communism but took an easy departure from the branch of socialism, and has now come to be recognized as a thoroughly sound business proposition and not the extravagant dream of a socialistic mind.

It has many advantages, among which are the common use of capital, and the marketing of common productions. As examples of the good co-operation has done, let me cite Denmark, a small kingdom, hemmed in on all sides by the great powers of Europe. From a small struggling, disorganized country, in the space of a few years it has become the supply market of Great Britain for dairy products, and is looked upon as a prosperous, peaceful kingdom. In the past 50 years Denmark's export trade in dairy produce, poultry and eggs, has taken enormous strides. This satisfactory condition is the result of co-operation, which was started by a few farmers, whose disgust with the existing conditions, and seeking a remedy, joined together and shipped their produce in large lots, doing away with the middlemen entirely. This small society was the foundation of co-operation in Denmark.

At the present time there is a society in every community and these are affiliated with a central society, resulting in the increase of Denmark's trade by leaps and bounds and the raising of the quality of produce shipped.

In California the fruit growers were in much the same condition as the dairymen were in Denmark, before co-operation was started. They were practically under the thumb of the commission men and speculators, having to take whatever price offered for their produce. The dealers were unscrupulous, defrauding the growers, who they regarded as their legitimate prey. With the formation of the California Fruit Growers' Exchange prospects took on a different and brighter hue. Instead of having a poor confined market, the growers by shipping through the exchange, have now a world-wide market and the enormous and ever-growing supply has no difficulty in being disposed of, bringing the quality of the fruit up to a higher standard, and also much cheaper to the consumer, while giving the producer a larger return for his labor.

This great stimulus to the fruit industry in California is the result of co-operation applied on a sound business basis, and this is the key to successful co-operation. Have it established on business principles and it cannot fail to go ahead.

To bring this near to our own door it would be difficult to find a more fertile soil for co-operation than Manitoba is at the present. In Manitoba the farmer has really no inducement to produce anything but wheat, and though he receives a fairly remunerative price for this necessary crop, he is robbed right and left by the elevator combine, the millers and unscrupulous speculators.

Why should the farmer provide mansions in the city to live in, and automobiles to drive about in, for men who have no earthly right to the commission charged for "handling" the grain. This handling could be done very much cheaper by a co-operative assisted by the government.

In other branches of farming a worse condition prevail, and the farmer who goes in for the various sidelines, is, generally, badly left. For example, take the potato market in Winnipeg last spring. Thousands of bushels were imported from the East and the States, still last fall, the farmer who had a carload to sell could only get from 23 to 25 cents per bushel and even at that price the market was glutted. At the same time, the consumers were paying from 40 to 50 cents per bushel and are now paying 75 cents

per bushel for them with the prospect of paying \$1.00 to \$1.50 in the near future, and this spring will see another large importation of eastern potatoes as usual. Here is a splendid opportunity for co-operation among the farmers which would open up a profitable industry for Manitoba.

Men well versed in this subject, tell us that Manitoba is essentially a dairy province and that in the near future a more intensive system of farming must be taken up. This change is gradually taking place at the present time in the Red River Valley, therefore, it is imperative that co-operation be started right away. The present conditions can-



A GLOBULAR GRAINSTER

"The rotund Ruttan am I,
Can never get thin tho' I try,
As round as a ball;
And O! worse than all—
For a glimpse of my feet I sigh."

"When I waddle round in the 'pit,'
With my calabash filled and lit;
I feel kind o' sore
When they on the floor
Point their finger and say, 'That's it!'"

not last much longer, and it is high time for the farmers to get together and run things a little more for their own profit.

Let us glance at the conditions under which dairying is carried on in Manitoba at the present time. Take, for example, a district located near Winnipeg. The dairy farms are for the most part run down grain farms, incapable of producing a profitable crop of wheat. The farmer has invested his money in a few cows and has turned his labor into the production of milk, shipping this to the central creamery. At the prevailing prices he receives about 16 cents a gallon for the milk, while the consumer is paying 40 cents per gallon for it.

This twenty-four cents spread goes to the creamery company for their trouble in pasteurizing, bottling and delivering the milk to the consumers. It seems to me that there is something radically wrong here, and not only in these branches of farming but in every other department of farm life it is the same story, always a herd of middlemen waiting to grasp a share of the profits.

If the dairymen of the province were to organize a co-operative society, and establish creameries throughout the province, having a central distributing creamery in Winnipeg, equipped with good machinery and under competent management, some of the many advantages that would follow are: the receiving by the consumer a better quality of pro-

duce at a cheaper rate than he is now paying for the poorer grade, and for the producer a more remunerative return for his labor and an increased demand stimulated by a wider market.

This would mean great things for Manitoba, as dairying is the most highly developed branch of intensive farming, and is also a very profitable one. As has been shown the farmers, who, the politicians tell us, are the backbone of the country, are robbed of their earnings generally in a legitimate way, and as long as this state of affairs continues just so long will there be mortgaged farms in Manitoba.

Possibly the reason co-operation is so hard to start among farmers, is that the Canadian farmer is one of the most individual, independent and altogether self-reliant persons on the face of the earth. There seems to be something in the actual contact with the soil, that makes him a strongly self-assertive being, who does not move readily to sustained movements.

The farmer has so long stood alone, planned and worked alone, in an atmosphere of individual independence, that he is not easily broken to the harness of organization. The Western spirit has been the stumbling block upon which many organizations have fallen, and seems to be the real reason why farmers have been so slow to seize upon the advantages of co-operation in the all-important matter of securing a return for their labor—a fair and just portion of what the consumers pay for the products of their toil.

Along this line the agricultural colleges are doing a great deal of good. The class spirit, which is fostered there, the sticking together of one class through thick and thin, in the many branches of college life, teach the boys the value of thorough organization and above all, co-operation.

CONTRACT TO BE LET

A contract for the construction of a sixty-one mile section of the Canadian Northern railway between the south side of New Westminster railway bridge and Chilliwack, B. C., will be awarded this month. Tenders will close on June 15. It is expected that a little more than a fortnight, making allowance for the time occupied by contractors to get their outfits on the ground, will elapse before grading operations are actually in progress. A start will be made opposite New Westminster, where the railway company has acquired an area of over 2,000 acres. Other sections of the road between Chilliwack and Yellowhead Pass will be placed under contract just as soon as the final surveys have been approved. Four years will probably witness the completion of the road between Edmonton and the coast.

This, in brief, sums up the announcements made by D. D. Mann, vice-president of the Canadian Northern Railway, on his arrival here from Toronto.

ROULEAU IS LEADING

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Golden West	4.30
Ingleford	1.00
Kisbey	2.00
Lake Centre	2.00
Lockwood	5.50
Narrow Lake	1.00
Neevin	.50
North Portal	.50
Northminster	5.50
Ohlen	13.00
Parkbeg	1.00
Patience Lake	6.00
Raymore	6.00
Rouleau	17.00
Ruddell	3.50
St. Antoine	1.00
Saskatoon	15.00
Semans	25.00
Star City	7.50
Swanson	2.00
Valparaiso	3.50
Waldeck	5.00
Waldron	3.50
Total	\$255.00

MANY SETTLERS COMING

A Duluth, Minn., dispatch of June 3 said: "Eighty more immigrants for Western Canada passed through here today, bound for Winnipeg, Edmonton, Calgary and Prince Albert. All are Englishmen from near London and though some will take up farm land many declared their intention to seek homes in the city."

"According to R. McC. Smith, special passenger agent for the Grand Trunk, who accompanied the immigrants, the rush from England has become so great that it is impossible for all to make the change when they first planned to do so, and many who were intending to come with this party were obliged to stay behind on account of inability to secure second class passage on shipboard. The present party arrived this noon and left to-night at 7.40 via the Duluth, Missabe, and Northern, and Canadian Northern."

COLD IN SOUTH

The lowest temperature ever recorded in Louisville, Kentucky, during the month of June was reached Friday morning with the thermometer at the weather bureau registering 43 degrees. The former minimum for the month of June was 44 degrees, recorded on June 1, 1889. The weather bureau had official reports of frost last night from Shelbyville, Ky., and Madison, Ind.

Tobacco growers over the state report that the plant beds are absolutely lifeless, and replanting is retarded to an alarming extent. According to country reports the crop will be seriously reduced. Other plants such as tomatoes have shown no growth and there is no estimating the damage to Kentucky from the unusually cold spring weather.

RAIN IN DAKOTA

A Grand Forks, N. D., wire of June 3 said: "The northern section of the state was visited this evening shortly after 8 o'clock with a soaking rain that put an end to all apprehension of damage to the crops from dry weather."

"The rain literally came down in torrents for half an hour and the ground has absorbed moisture enough to insure the growth of the crop for the next few weeks. Rain was badly needed in the valley and all over the state for the cold weather has taken the moisture from the ground without the moisture doing the wheat plant any appreciable good. There was a change in the weather for the warmer to-day, and this coupled with the rain gives a very optimistic outlook for the crop."

MARKET FOR B. C. FRUIT

J. C. Metcalfe, commissioner of transportation and markets for British Columbia, arrived in Winnipeg on Wednesday last to keep an eye on conditions affecting his province. Mr. Metcalfe in an interview expressed himself as being perfectly satisfied with the conditions of the fruit crop in his province. He estimates that the output will be from 50 to 75 per cent greater than last year. This will, of course, mean that the more fruit will be available for exporting from the province, and will necessitate the enlarging of its market. "So far, Regina has been the furthest east we have shipped," said Mr. Metcalfe, "but this year we intend to include points east of Regina as far as Winnipeg as being in our field, and I am here to look over the ground. The fruit market of Western Canada has been supplied in the following ratio: Ontario, 50 per cent., United States, 35 per cent., and British Columbia, 15 per cent., for the last few years, and I think it should be reversed."

When asked about the freight rates, Mr. Metcalfe said that the rate from points in Oregon and Washington, to Winnipeg was \$1.12½ per 100 lbs., while from Vancouver it was \$1.00 per 100 lbs. Besides this difference in favor of Vancouver, there was a duty of 13 cents per box on apples, 48 cents per box, or 2 cents per pound on peaches, and 20 to 24 cents per box, or 1 cent per pound on cherries coming from across the border. "The outlook is good at Edmonton and Regina, and taking everything into consideration," concluded Mr. Metcalfe, "I think that we will also command a part of the trade here. Ontario fruits are not our big competitors, it is the American output we have to contend against."