Saskatchewan Grain Growers

Conducted Officially for the Saskatchewan Grain Growers' Association by the Secretary

J. B. Musselman, Regina, Sask.

H. B. LLOYD, of Pretty Valley, sub-organizer for the southern portion of District Two, has written Director C. W. M. Emery, that:

"Recently I put in three days driving and calling on Grain Growers residing in the various localities of this district. Red Butte was the first, and I am returning there on Monday night next to organize the farmers of that district. I also called on Buffalo Gap farmers, but owing to their president being away they had not met this month. This is the local which I organized last May. I felt a bit disappointed, so arranged another meeting for them on Saturday evening last. But as it rained I did not attend and expect to call on them again to-morrow evening, and get them to have a picnic. They badly need our assistance, as most of them are foreigners.

"I next called at Beaver Creek only to find that they had held a picnic there on the Tuesday previous, where sub-organizer Percy Arkle was in attendance.

Organize Woman's Sections

"Determined not to lose my trip I called on the president's wife and secured a promise to organize the women of that district. From there I drove to Paisley Brook, which I found very well settled; but the reeve of the municipality promised to use his influence to have the farmers unite with the Beaver Creek association.

"This is a very rough country and I found it difficult to make my connections. I got into a pasture field with three other large pasture fields adjoining, which took me 12 miles out of my way. By this time it was dark, but I came across a schoolhouse, and intend to inquire more about it later. If the farmers are not organized there I shall return and organize them if possible. In all I covered 150 miles, but owing to holding no meetings had to pay my own expenses.

"Our local at Acme has been incorporated, with myself as president, and I hope that we may be able to show the members tangible results from this action."

H. W. Wood

H. W. Wood, president of the Canadian Council of Agriculture, and also president of the United Farmers of Alberta, is giving 24 lectures in Saskatchewan this summer in connection with the Chautauqua. Many of our members are having the opportunity of hearing Mr. Wood for the first time. It will, therefore, be of interest to our readers to know something more about him.

About 13 years ago, he came from the United States, located near Carstairs, Alta., and has been engaged in farming there ever since. He was born in Missouri, on May 31, 1860. His ancestors were Americans for several generations, his father being of English extraction and his mother of Scotch lineage. Mr. Wood was brought up on a Missouri farm and attended the public schools in his district, also one of the colleges of that state. He has always been interested in the organization of farmers, having joined every farmers' movement which he had the opportunity to join. He is very greatly interested in all questions having to do with the organized farmers' movement, and has thought deeply on such subjects as how to promote democracy and the institutions of civilization. Mr. Wood's idea is that while the farmers should be organized to promote their own interests and to secure a square deal, they should also be organized for the purpose of exerting their largest influence for the good of the entire nation.

Resembles Lincoln

In many ways he resembles that great American democrat, Abraham Lincoln. Not only does he look like Lincoln, but his habit of thought and method of public speaking is fashioned after that of this famous American statesman. Mr. Wood made a splendid impression with his audience in Winnipeg, as well as with the farmers, wherever he has spoken. Everyone feels the earnestness of the man and recognizes that he has great thoughts and a passion for serving his fellowmen. Everywhere he has been listened to with the most thoughtful attention and his addresses are discussed afterwards, probably more than any others on the Chautauqua program.

Mr. Wood's family consists of a wife and four sons, two of whom are married and are farming in the Carstairs district. Mrs. Wood is also interested in the organization of farm women, having been president of the Women's Local Association for a number of years. Mr. Wood has made a great success of farming, and at the same time has taken an interest in public matters. However, he has never held a political office. He has frequently been offered nominations, but has felt that he could do more good otherwise than as a public official. In the States, when the third party movement was being advocated, Mr. Wood declined to take an active part in it. However, he is constantly urging the importance of farmers developing their own leaders in all lines, including political leaders; but he has not advocated the formation of a Farmers' party.

Believes in Organization

He believes that as the farmers become well organized and develop capable leaders, they will be able to solve their problems in all lines. He is a great believer in thorough organization. He says: "A man acting as an individual can only put the strength of an individual behind his ideals and opinions. Organization is a means of developing strength for any cause. While we wish to develop the full strength of our farmers as a class, we hope that organization will develop among all classes until all of society will be thoroughly organized. In organization and in organization alone is there strength. When not properly organized, 95 per cent. of the people are easily governed by five per cent. We must become thoroughly organized and train our leaders before we are prepared for real democracy."

As president of the Canadian Council of Agriculture, Mr. Wood has a great opportunity to help direct the organized farmers' movement, and to exercise a great influence in making that organization effective in the councils of the nation. He enjoys the confidence of the other leaders in our movement in the highest degree, and his opinions are greatly respected and valued by all who know him. In his public address, he does not have the style of the popular orator, but of the thoughtful, careful statesman, who feels a serious responsibility for what he recommends and advocates. His conclusions are reasonable, and follow each other in orderly sequence. Hence, his addresses make the most profound impression, and are having a very great influence with all who hear him. His method is that of the careful builder, who has the patience and the vision to build for the future, even if it takes many years to remove those things which are now in the way, and get down to the true and enduring foundation. He will be satisfied if a reasonable amount of progress is made during his generation, but he will insist that it be a real progress and not some make-believe spectacular structure, which is built upon the sand.

"Red Bobs" for the West

Have you tried "Red Bobs" wheat? If not, it would be worth while. It was originally a cross between wheat and barley, and hailed from Australia about 13 years ago. "Red Bobs," however, was then white, and therefore was an outcast. Nobody wanted it. Two years after its appearance in the world, however, Seager Wheeler took the foundling to his heart. He gave it a home. He trained it in the way that it should go, and today it is repaying the care spent upon it, and is welcomed by those who formerly turned their backs upon it. "Red Bobs" is coming into its own.

But there is something further to be said about it. It is found that it matures from a week to 10 days earlier than even Marquis wheat. There are two important considerations depending upon this early development. The first is that it renders this variety practically immune from rust, as it will be filled before rust can make any headway, thus removing at least one of the dangers to which wheat is subjected in this Western country. The second consideration is that its early maturity greatly reduces the danger from early fall frosts. These two points alone make "Red Bobs" a worth-while kind of wheat to grow.

According to Mr. Wheeler, however, "Red Bobs" has still other good qualities. One of these is its great strength of straw, which enables it to stand up where other varieties, with the exception of "Kitchener," would lay down, owing to excessive soft growth in rich land; while another is that the heads fill completely, while other kinds have many heads with empty spikelets.

"Red Bobs," Mr. Wheeler states, is being put to a severe test this season in the three prairie provinces, but he has every confidence that it will come through with flying colors.

Pennsylvania vs. Saskatchewan

The prospect that Saskatchewan may, in the near future, be able to furnish in fairly large quantities a good substitute for Pennsylvania anthracite, is surely a comforting thought in these days of scarcity and high prices. Manitoba and Saskatchewan together are said to possess an almost exhaustible supply of lignite which, though of a poor grade, is capable of being carbonized and made into briquettes which can take the place of the well-known hard coal of Pennsylvania.

It is estimated that the cost of this product would probably not exceed $7.00 per ton at the plant, and, owing to the immensely shorter haul, this would mean an enormous saving over the American coal.

A plant for the manufacture of these briquettes will, it is expected, be installed at an early date, with a capacity of 30,000 tons per year, the Dominion government having already voted its share of the cost. The balance will be provided by the governments of Saskatchewan and Manitoba, and the plant will be located in Southern Saskatchewan, probably in the Estevan district. Thirty thousand tons is a mere "drop in the bucket" if the expression may be allowed in this connection, but once started, the bucket will no doubt soon be filled.

Still Loyal

Although the high cost of living and the high tariffs have prevented the majority of Grain Growers from indulging in the luxury of automobiles, which President Parsons of the Canadian Manufacturers Association so recently referred to, it has apparently not had the effect of destroying the loyalty of Saskatchewan Grain Growers to their organization. At any rate, such is the inference to be drawn from the following which reached the Central, a few days ago, from William Holdinghausen, of Carmel, who writes:—

"Those profiteers have not permitted me, as yet, to buy an automobile, but you may send me just the same, a "windshield sticker" and I shall fasten it to my second-hand $7.00 oxen-drawn wagon, if only to madden those profiteers, who would not leave me enough to buy an auto."

Another Rate Increase

Still another increase in freight rates, this time said to be due to the extra burden placed on the railways by the Mr. Adams award. The increase is to be 25 per cent. over the rates in force prior to March 15, 1918, to be effective from August 1 and to remain in force for the duration of the war. Most people believed the railways would be well able to take care of the wages increase without any further raising of rates, but apparently the powers that be think different. One consolation is that the reports and accounts of the companies are to be open to government inspection, and if their earnings are more than sufficient to meet the increased costs an appropriate reduction in rates may be made.

Is Book Peddling Non-Essential?

Book peddling has, in some quarters, been classed as a non-essential occupation. That depends largely on the books. If a man peddles blood-curdling stories and books of similar character, well, we can surely do without both peddler and books. But if he peddles, say, encyclopedias, historical, economic, and educational works in general, the literature cannot be classed as non-essential, whatever we say of the peddler. Whether he is essential depends on circumstances. If a certain district cannot be reached in any other way, then by all means let us have the peddler. Our people must be educated, war or no war, and if it cannot be done in any other way, then we must make up our minds to let the peddler do it.

Government and Public Utilities

"U. S. government takes over control of telegraph and telephone lines." This is an announcement which appeared in the press a few days ago. It made one rub one's eyes and wonder what the Canadian government was doing. We have been at war four years against the U. S. government's one year, and apparently we have not yet seen the necessity of taking over the railways, not even as a war measure. The war is changing many things, will it ever change our government to the extent of taking charge of public utilities.

A Tremendous Problem

Twelve million five hundred thousand lives lost! What a startling statement! These are potential lives, and are in addition to the awful loss of life on the battle fronts. For this the shrinkage in the birth rate, due to the war, is responsible. Add to these figures the million who are sleeping their last long sleep, wherever the war is raging, and we shall begin to have some faint idea of what the conflict has cost the nations. This shortage of human power will have to be met in Canada as elsewhere. It is one of the tremendous problems the War is going to leave us as a legacy. Let us think it over now. We must do so sooner or later.

Hay Transported Free

It will be good news to those farmers in the province who are short of hay for feeding purposes that hay can now be shipped from districts where it is abundant to points where there is a shortage entirely free of railway charges. This arrangement has been made between the department of agriculture at Ottawa and the railways. The shipper will be charged the reduced rate by the railways, and will then obtain a refund from the government of the amount, the two authorities thus paying each one-half of the cost of transportation.

Special Fares for Harvest Help

It is announced that special fares will be put into operation for harvest laborers during the month of August. The railways have decided to grant a rate of one cent per mile from Regina, Moose Jaw, Saskatoon, Shaunavon and Swift Current to local points. This is to apply from August 1 to 30, with a minimum fare of $1.50.