

# Toronto News for Free Wheat

Government Organ Says Farmers May Fairly Demand  
Opening of American Market

The following article is from the Toronto News, of October 6. The News is known to be in very close touch with Premier Borden, and the other members of the government, which makes this pronouncement significant.

## Free Wheat

The Underwood tariff provides for the free admission of wheat to American markets on condition that the Canadian duty on American wheat is abolished. No doubt the Western Grain Growers desire to have the Canadian duty removed. Probably it would be unwise to resist the demand, although it is far from certain that they will secure very substantial advantages from free access to St. Paul and Minneapolis.

For some years to come grain growing will be the chief interest of the Western country. It is not desirable that the soil should be exhausted, and it is certain that Western farmers will not devote themselves to a single crop for any long period. The grain crop of the West, however, will steadily increase and in consideration of the action of Washington, the farmers may fairly demand that the American market shall be opened. The Canadian mills, which manufacture chiefly for foreign markets, may not be greatly prejudiced, while possibly freight rates may be favorably affected.

If the trade agreement of two years ago had covered only free wheat, it is not likely that the Conservative Parliamentary party would have resisted the proposal. Removal of the duty under existing conditions involves no compact

with the United States, nor any limitation of the fiscal or legislative freedom of Canada. It should be the general policy of the government to retain control of the Canadian tariff and to adjust duties as the interests of the country seem to demand. The United States, in settling the details of the Underwood tariff, has considered only the general interests of the American people. No other consideration should be influential with the Canadian government. But reasonable assertion of the fiscal sovereignty of Canada is quite compatible with alteration of duties in sympathy with changing conditions. The new American tariff establishes freer trade relations between ourselves and our neighbors, and it would be foolish to adhere to duties which may be safely reduced or abolished under the new relationship. It is most undesirable that any legitimate appeal from the West should be rejected or any grievance perpetuated which can be removed without endangering national interests. There is reason to think that the government does not contemplate serious tariff changes. We still have lower duties than will prevail in the United States under the measure which Congress has just adopted. Canadian manufacturers still have less protection in a country of 8,000,000 people than those of the United States enjoy in a market of 90,000,000. But since the West clearly demands free wheat, it would probably be unwise to continue the Canadian duties which prevent free shipments to American milling centres.

## STATE-OWNED RAILWAYS

"The issue of the Parliamentary white paper on State railways, asked for by Mr. Chiozza Money, could not have happened more fittingly than at this moment, when the whole country is discussing the management of the railways in the light of a great calamity," says the Daily News.

Mr. Chiozza Money, M.P., himself reviews this return in the Daily News.

## Nationalization in General

"The return shows that the great majority of the countries of the world, including our own colonies, have nationalized their railways in whole or in part. Owing to the fact, however, that the United States, which has far more railways than any other country—249,902 miles—tolerates private ownership, privately owned railways form the greater part of the world's railway mileage. All our self-governing Dominions, except Canada and Newfoundland, have national railways.

"In India the lines are mainly State-owned, but largely operated by companies. In our self-governing Dominions, Canada has followed the deplorable policy of allowing great private railway monopolists to arise, and has handed them huge slices of her territory to make trouble for her children's children.

"In Australasia State ownership is universal, and although, as is usual and proper with national railways, profit-making is not the first consideration, excellent results are achieved from a purely financial point of view. New South Wales, for example, made in 1912 a net State profit of £415,000 after paying interest on capital. To state the result as it would appear if the lines were company-owned, the earnings were £2,322,000 in excess of the working expenses.

"New Zealand in 1912 showed a surplus of £1,211,000 in gross receipts as compared with working expenses. In South Africa the State railways made an important contribution to the Budget.

Gross receipts ..... £12,286,000  
Working expenses and renewals ..... 7,255,000

Profit ..... £5,031,000  
"Of this fine profit £2,622,000 went in payment of interest, leaving £2,409,000 to be paid into the Treasury in relief of taxation.

"Turning to foreign countries, the German results first engage our attention. The German Empire owned in 1910-11 84,427 miles of railway, in which the Empire and the various States had invested £824,000,000.

"This may be compared with the United Kingdom, in which a much smaller railway system, only 23,000 miles, actually

figures in the books of the railway companies for the absurdly inflated capitalization of £1,335,000,000! It is a comparison which tells its own tale, and in view of it we need not be surprised that whereas the British railway companies only earn 3½ per cent. on their capitals, the German State Railways as a whole earn 5¾ per cent., the British 3½ being made out of high fares and rates, while the German 5¾ is earned out of lower fares and lower railway rates.

## Enviably German Results

"The Prussian State Railways earn 6½ per cent. on the capital employed. Prussia made a net profit of £39,300,000. This enabled her (1) to pay off the interest on the railway part of the State debt; (2) to pay off £2,300,000 of capital; (3) to find £5,700,000 for capital expenditure out of revenue; (4) to put £1,000,000 to the reserve fund, and yet to pay over £10,800,000 to the National Exchequer in relief of taxation."

## ALBERTA CO-OPERATIVE ELEVATORS

The executive committee of the Alberta Farmers' Co-operative Elevator Company, represented by W. J. Tregillus, E. Carswell, Rice Sheppard, J. G. McKay and E. J. Fream, on September 20 held a consultation with the Alberta government on the question of financing the company. The government was represented by Premier Sifton, Attorney-General Cross, Hon. Duncan Marshall and Hon. Charles Stewart. As a result of the meeting the government assured the company that they were pleased with the progress being made and that the 85% loan on the elevators constructed or acquired by the company would be provided by the government promptly.

Fifty-one locals have been organized during the season and at forty-two of these points the company is erecting new elevators. At seven points farmers' elevators have been acquired and at two other points line elevators have been purchased, one on account of its suitability to the company's co-operative business and the other because it was impossible to secure a good elevator site at that point. Arrangements have been completed whereby the Grain Growers' Grain Company, at Calgary, will act as the selling agents for the Alberta Farmers' Co-operative Elevator Company for all grain handled by them this year.

## RAILWAY COMMISSION TO MEET

Ottawa, Ont., Oct. 8.—The railway commission has arranged the following itinerary for its visit to the West: Vancouver, Oct. 27; Calgary, Oct. 30; Edmonton, Oct. 31; Saskatoon, Nov. 1;

Moose Jaw, Nov. 3; Regina, Nov. 4; Winnipeg, Nov. 5; Fort William, Nov. 7. Chairman Drayton and Commissioner McLean will probably make the trip.

## SASKATCHEWAN TO ASSIST CO-OPERATION

An important addition has recently been made to the staff of the Saskatchewan Department of Agriculture in order to assist the farmers of the province to organize along co-operative lines for purposes of marketing and purchasing. The position of Director of Co-operative Organization has been created and W. W. Thomson, B.S.A., has been appointed to it. Mr. Thomson was born on the Carberry Plains in Manitoba, and was a member of the first graduating class of the Manitoba Agricultural College. He has since held the positions of Assistant Managing Director of Fairs and Institutes in Manitoba and Assistant Superintendent of the Experimental Farm at Indian Head. He has also acquired a wide knowledge of Saskatchewan and Manitoba through months of work as an institute speaker, judge and examiner. For some months past Mr. Thomson has been preparing to undertake his new work by making a study of agricultural co-operation as practised in other provinces, some of the States south of the line, in Europe and elsewhere.

Co-operative organization as exemplified in the creamery companies and the elevator company is already working out successfully in Saskatchewan and is binding men together in the districts concerned. It is showing that when the farmers get together they can secure better prices for their products. What the elevator company and the creameries are commencing to do for the grain and milk products of the farm, still remains to be done for the other products—notably live stock and live stock products other than milk. Then, in the other great sphere of possible co-operative effort towards material well-being—the sphere of purchasing—practically nothing has been done as yet. Here and there attempts at collective purchasing have been made. Some have succeeded and others have failed. The intention is to analyze the successes, see why they succeeded, and spread the news.

Any group of farmers in any district of Saskatchewan who are thinking of getting together for any purpose connected with their business are invited and urged to communicate the fact to the Department of Agriculture, Regina, and count upon the assistance of the Director of Co-operative Organization in getting started right and in making a success of their undertaking.

## BOTHA'S NEW CABINET

London, Sept. 27.—General Botha has reconstructed his cabinet without yielding to the pressure of Hertzog or drawing on the British party. Commenting on the selection, the Morning Post says:—"The Dutch govern South Africa and the British are in Opposition; that is to say, the issue of racialism is still the dominating issue of South African politics." In the reconstructed cabinet of ten ministers, there are only two with even British names, and of these Mr. Burton is a British Colonial who has long been identified with the Dutch party and the Dutch cause. The other, Mr. Watt, is a Natal Colonist of no great influence either in or out of the cabinet, so that the Botha government is, practically speaking, Dutch South African.

Mr. Van Heerden, the new minister of agriculture, is a Cape Dutch farmer, described as a moderate man, although chairman of the Bond, who is popular on both sides of the House. The new minister of justice is J. de Wet, who fought with General Botha in the war and is reputed to be a very able lawyer. H. S. Theron, from the Free State, is minister of lands, and Jacobus Graaff replaces his brother, Sir David Graaff, who resigned through ill-health, and is greatly missed.

It is regarded merely as a cabinet of expediency to carry General Botha through another session, and is regarded as being capable of very little else.

## FIFTY BUSHEL WHEAT AT CLUNY

Calgary, Oct. 6.—Record yields of grain are reported from irrigated lands in the C.P.R. belt in the Bassano district. At Matthews and Dutiel's farm, three miles north-west of Cluny, in the Bassano district, 190 acres of Marquis wheat

yielded 9,490 bushels. The aggregate yield only falls 10 bushels short of bringing the average to 50 bushels to the acre. On the adjoining farm, J. C. Koefoed secured 27,000 bushels of oats grading the first grade, from 200 acres, an average of 135 bushels to the acre. McArthur Brothers grew 4,400 bushels of No. 1 Marquis wheat on 90 acres, an average of nearly 50 bushels to the acre, on their farm, near Cluny. The wheat ran 66 pounds to the bushel and the oats 44 pounds.

## WHEAT PRICES

### Winnipeg the Lowest Terminal Grain Market in North America

The following table of prices compiled from the Minneapolis market record of Saturday, October 4, indicates that Winnipeg is the lowest primary terminal grain market on the North American continent:

#### Winnipeg Cash Close:

1 Nor. wheat, 81 3-8.  
2 Nor. wheat, 80 1-8.  
3 Nor. wheat, 78 1-2.  
2 C.W. oats, 34.  
3 C.W. oats, 32 3-4.  
2 feed oats, 32 1-2.  
Barley, 41-45 1-2.  
Flax, 118-104.

#### Duluth Cash Close:

1 Nor. wheat, 81 1-2.  
2 Nor. wheat, 83.  
3 Nor. wheat, 81.  
3 white oats, 36 3-4.  
Barley, 50-72.  
Flax, 140 1-2.

#### Milwaukee Cash Close:

1 Nor. Bluestone, 87 1-2 to 88.  
2 Nor. Bluestone, 85 to 86 1-2.  
3 White oats, 40.  
1 Nor. flax, 138 to 140 1-2.  
Medium barley, 78 to 81.  
No. 3 barley, 69 to 78.  
Rejected barley, 60 to 65.

#### Kansas City Cash Close:

2 hard winter wheat, 84 to 90 1-2.  
3 hard winter wheat, 83 to 89 1-2.  
4 hard winter wheat, 81 1-2 to 87 1-2.  
2 red winter wheat, 91 to 93.  
3 red winter wheat, 87 to 90.  
4 red winter wheat, 85 to 88.

#### Chicago Cash Close:

2 red winter wheat, 93 1-2 to 94.  
3 red winter wheat, 91 to 92.  
2 hard winter wheat, 86 1-4 to 87.  
3 hard winter wheat, 85 3-4 to 87.  
1 Nor. wheat, 88 1-2 to 89.  
2 Nor. wheat, 87 1-4 to 88 1-4.  
3 Nor. wheat, 85 3-4 to 87.  
2 white oats, 41 3-4.  
3 white oats, 39 1-4 to 40 1-2.  
Barley, 55 to 85.

#### Minneapolis Cash Close:

1 Nor. wheat, 83 1-4 to 85 3-4.  
2 Nor. wheat, 81 1-4 to 83 3-4.  
3 Nor. wheat, 79 1-4 to 81 3-4.  
3 white oats, 37 to 37 1-2.  
Barley, 52 to 70.  
Flax, 139 to 140 1-2.

#### Omaha Cash Close:

2 hard winter wheat, 81 to 82 1-2.  
3 hard winter wheat, 80 to 81 1-2.  
3 white oats, 39.  
4 white oats, 38 3-4 to 39.  
Malting barley, 67 to 76.  
Feed barley, 58 to 52.

#### St. Louis Cash Close:

2 red winter wheat, 92 1-2 to 95 1-2.  
3 red winter wheat, 91 1-2 to 93.  
2 hard winter wheat, 87 1-2 to 93.  
3 hard winter wheat, 87 to 92 1-2.  
4 hard winter wheat, 85 1-2.

Will the authorities on international wheat markets who claim that Liverpool fixes the price American farmers get for their wheat and the political economists that teach the fallacy that an exporting country will not import any commodity of which they are heavy exporters, even if free from tariff restrictions, explain the following situation:

According to Broomhall on September 30, 1913, the price of Manitoba 1 Northern wheat spot cash Liverpool was \$1.11 3-8 per bushel and of Duluth 1 Northern \$1.07 5-8 (same place and position) 3 3-4 cents lower than Manitoba. The same day Manitoba 1 Northern closed at 82 1-2 cents per bushel in store Fort William and Duluth 1 Northern closed at 85 1-8 in store Duluth, 2 5-8 higher than Manitoba in store Fort William.

Over one-half the exports of Manitoba wheat goes by way of Buffalo, and practically all Duluth Northern wheat that goes for export goes the same route.

R. McKENZIE.

Winnipeg, Oct. 9.

Reason and the reasoning faculty need no foreign assistance, but are sufficient for their own purpose.—Marcus Aurelius.

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