

tion. Nothing could do more for our province during the next few years than the providing of the chilled meat export trade. Nearly all hands went up at Ottawa for a \$20,000,000 navy, but when a very small sum was asked for to create an industry for the west that will make all Canada prosperous, all hands are down. It is too large a proposition and cannot be considered. I want to tell Ottawa that when the call to arms comes it will be well for the government to have a strong body of satisfied farmers at their back, who will have an interest in the Dominion that is worth protecting. Then will we saddle our horses and give ourselves and our sons to our country's service and she shall not long be in danger. But if the industries of the Dominion are neglected to provide armies and navies what will be left to be protected? And the Hon. Frank must know that the sooner we, as a Dominion become the purchasers of money with our produce, rather than the borrowers of large sums, the better it will be for the Dominion at large. I do hope the Hon. Frank will try and retain our confidence.

Strathcona, Alta. RICE SHEPPARD

MANITOBA ELEVATOR COMMISSION

Editor, GUIDE.—It is gratifying to know that the Elevator Commission is at last appointed and to know that the government has complimented the Elevator Committee to the extent of accepting two of their nominees and selecting as the third the honored president of the Grain Growers' Association.

Had not the resolution of the committee barring out members of the Directorate of the Association stood in the way, it now appears as if the government would have appointed the Commission weeks ago, for it is an open secret that from the first Mr. McCuaig was slated for a seat by the government, and the cause of the delay was this resolution passed to allay any feeling that members of the Directorate had any self advantage in view. Now, long ago many thought that that resolution cut out the men in whom shippers of grain would have the most confidence, for integrity as well as ability is desired in the personnel of the Commission, and our directors are most of them tried and proved men, and none could be found in whom more confidence would be placed. Therefore, I see cause for congratulation in the fact that in the face of certain misrepresentation which would occur, the courage was not lacking to go behind this resolution, which I can well imagine the directors as a whole, and Mr. McCuaig in particular, did with great reluctance and to relieve what threatened to become a deadlock.

Mr. McCuaig, as president of the Grain Growers' Association, has stood as the exponent and champion of the square deal, and his presence on the Commission would do much to assure the success of the undertaking from the feeling of confidence it will engender, and I feel that Grain Growers' throughout the province, will be exultant and rally to the support of the commission as they did to re-elect, convention after convention, Mr. McCuaig, as president of the Association, which he served with so great devotedness.

Millwood, Man. J. H. FARTHING.

PROTECTIVE TARIFF MONSTER

Editor, GUIDE.—The idea of your readers expressing their opinions on the tariff, is good. A policy that favors a privileged few at the expense of many is radically wrong. In Canada, the principal class, the tillers of the soil, have had untold hardships to contend with to make their existence and received very little benefit from the tariff. The farmer as a rule does not ask for protection, and the argument advanced that he receives a great help by the increased population is a myth. When the manufacturing trade is good everything used by the farmers is advanced to the very highest price, that can be extorted from the consumer. Then when a slump comes, who has to pay or bear the loss? Not the manufacturer or the moneyed interests. No. They shut up their factories and money bags and send those who have contributed largely to their wealth, adrift to shift as best they can. And does the farmer do this? I think not. The farmer has been told over and over again to adopt business principles in his

trade. One of these cardinal rules (of the manufacturer) is to shut down their plant when there is no profit in production. Now, see what happens if this is applied to farming. Take the production of meat making animals. For years the raising of cattle, sheep and pigs has been no bonanza to the producer, with the natural result that at last, the stock-raiser in America has rebelled against this unfair method and stopped production to a very great extent. This combined with the increase in population has increased the price of meat to a hitherto unheard of figure. A lot of blame is being put on the stock raiser and farmers for this state of things, but is the blame just? Because these men put in effect one of the manufacturers' maxims, are they so very wrong? "What is sauce for the goose is sauce for the gander", is a very old saying. But giving these manufacturers a dose of their own medicine, is only human. The pity is that the innocent have to suffer with the guilty. The press reports David Rankin of Tarkie, one of the largest farmers and stock raisers in the North-west, as saying that cattle, pigs and all grains will never reach the low levels of former years. He states that there was little profit formerly, in feeding stock, and often very great risks were taken by the stock raisers. The cost of production has increased the price of all grains, therefore we will never see 25 cent corn again and comparative prices for cattle and pigs. The world is going ahead and the people will not suffer the privation and hardships of former times, and also have awakened to the glaring injustice perpetrated against the common people by this monster—The Protective Tariff. They see that millionaires are created by the score out of the fruits of their labor, and is it any wonder they rebel? The wonder has been that the people did not see this years ago and apply the remedy. It is very simple and no doubt well known by you.

Wawanesa, Man. OLIVER KING.

RE ELEVATOR PROBLEM

Editor, GUIDE.—So much is being said of the elevators being owned by the government, I will give my views on the question. I do not believe in government-owned internal elevators. Give us plenty of cars and terminals owned by the government then let every grain grower ship his grain to the Grain Growers' Grain Company and I think the matter of internal elevators would be forever settled, as the corporations handling them at present would be out of a job on this end of the line and their property would be for sale in a short time. It is time for the farmers to wake up to the facts that confront them to-day. In view of the late disclosures at the terminals on the lakes one is almost inclined to ask, are we to have government-owned terminals or a terminal-owned government?

Now is the time for the ones who go to Ottawa to represent the people from the grain growing provinces to get busy and do something for this part of our country. It is up to them to show their hand in this matter as they have abundance of proof to work on.

One thing more I would like to mention in connection with the marketing of our grain and it is this. If the farmers of our province would all go together and each man, regardless of whether he belongs to our Association or not, and contribute \$10 each year, to be paid in before the 20th of September of each year, to create a sinking fund to be used in assisting those men who have only a few hundred bushels of grain (not enough to ship alone) so as they would not be at the mercy of the machine and elevator interests, they could hold their grain and sell when the market was right. Money could be advanced to them to settle their accounts and security taken on their grain in the bins. Of course the details of the matter would have to be worked out so as to protect all parties concerned. But in this way, according to the amount of farmers in our province, we would raise somewhere between \$750,000 to \$1,000,000 per year. I will not take up any more of your space in THE GUIDE this time. I would like to hear from some others what they have to say along these lines. I read everything in THE GUIDE each week and am very much interested in the different articles which appear from week to week.

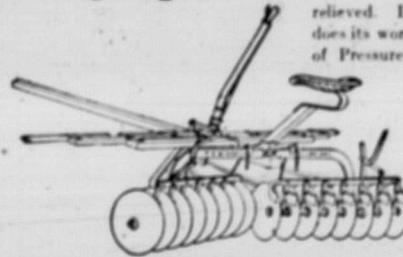
Vena, Sask. CHAS. BUNDY.

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DAMAGE BY TRAINS

Editor, GUIDE.—In your issue of May 4th, an article by E. J. Fream re railways and farmers has drawn my attention. This matter of killing valuable stock, horses and cattle, by the railways deserves our best attention and co-operation too. It is useless for a farmer or rancher to try and get compensation for his stock from a railway company single handed. That the companies are liable I have not the slightest doubt. No law or act allows them to kill human or animal life through gross carelessness on the part of their employees without redress. Then the section of the railway act quoted does not hold good before a proper court. That is, the company would have to prove on their part that their trains have been run in a careful and proper manner. The C.P.R. have for several years back paid the Ranchers' Association of Alberta a certain price per head on all branded stock killed on their tracks west of Swift Current, and thereby acknowledge their liability for stock killed on their tracks. They cannot, I believe, successfully defend their liability anywhere else in Canada if it can be proved that the engineer did not take proper precaution to save the animals. That any judge will absolve the railway company from liability when it can be proved that the men in charge of the engine deliberately ran down the person's stock and destroyed them because they happened to stray onto the track, is preposterous. That the railway act wants amending is well known to every intelligent person who has had any dealings with the railway company, in that regard. At present the Act is altogether too one-sided. The cases quoted by Mr. Fream are not the worst by any means. I know of one case where a freight train on the Souris line ran into a farmer's herd and killed nine head. The owner was trying his best to get them out of a snow cut on his farm which his cattle had got into in the winter time and was nearly killed with his cattle. The engineer could and did see the cattle on the track a quarter of a mile before his engine plowed through them, but just plowed through and left nine cattle dead. I do not know if any compensation was paid to the owner or not.

Part of my horses were chased three quarters of a mile, one time, by a light freight train, on the same track. The engineer could see me and my man trying hard to overtake the running horses but he never slackened speed or tried to frighten the horses off, just yelled at them

as hard as he could. Fortunately the horses got off just before coming to a bridge. Another case that happened last year—A freight train at Stockton ran into a herd. The engineer turned to a buyer that was riding in the cab and said "Pretty good sport that, to kill three at one time, eh?" Is that what you think farmers? Time a change was made.

The reply too, of Mr. D'Arcy, General Claims Agent, is all bluff. He is one of the greatest bluffers going. N. B.—Find out the English definition of the word "bluff." That fits these agents to a dot.

Re fires caused by the railways.—This last month, and to-day (10th) I have seen a C.P.R. freight burn up a farmer's place one mile from my farm. The first time they burned a stable, two stacks of oats, one of hay, and a lot of miscellaneous things. At both fires there was a very fierce wind, and this freight engine is a very notorious fire-starter. Should not the company be liable? Every right thinking person would say, "Yes."

Wawanesa, May 10. OLIVER KING

FAVORS CO-OPERATIVE PRINCIPLE

Editor, GUIDE.—In No. 40 of THE GUIDE, D. Blain has a paragraph in which he states that to apply the principles of co-operation to the division of the profits of the Grain Growers' Grain Co. Ltd., would be unjust to a large number of stock holders who do not ship grain since creditors will not wait. Instead of this being an argument against dividing profits according to the amount of business done, it seems to me that it is a forceful reason to plunge more deeply into co-operative principles. If the credit of the individual struggling to get on a solid basis financially was controlled so as to further every honest effort instead of its being controlled as it is now, time could be had to ship. My conviction is that the "Gobbling up process" Mr. Blain speaks of can best be undermined by the producers getting control of their own credit by co-operative banking.

Midale, Sask.

J. H. HOLMES.

"A tax upon ground-rents would not raise the rent of houses. It would fall altogether upon the owner of the ground-rent, who acts always as a monopolist and exacts the greatest rent which can be got for the use of the ground."—Adam Smith.