

# The Brain Growers' Guide

Winnipeg, Wednesday, June 11th, 1913

## BILL AND DAN'S GIFT

The bill granting \$15,640,000 to the Canadian Northern Railway, or in reality to Sir William Mackenzie and Sir Donald Mann, went through the House of Commons last week with very little opposition from the Liberal Party and went through the Senate flying. Some of the members of the Opposition criticized the Government for giving away so much of the public monies to these two railway promoters, but Mr. Borden and Mr. White came to the defence of Mackenzie and Mann. The chief argument advanced by the Government was that the Canadian Northern Railway had not received as much aid from the Dominion Treasury as had been received in the past by the Canadian Pacific, and for this reason it was only fair that the Canadian Northern Railway should have its proper share. The question of how this money should be used, or whether the Government should have any control over it or whether there should be an investigation of the Canadian Northern financial system will be absolutely disregarded by the Government. The only visible return which the Government received from this \$15,640,000 gift to Mackenzie and Mann is common stock of the Canadian Northern Railway to the face value of \$7,000,000, but of a market value of \$1,400,000. Mr. Borden and Mr. White were absolutely determined that this \$15,640,000 should go to Mackenzie and Mann, and their followers in the House were so well disciplined that they raised not a murmur. There is absolutely no excuse that could possibly be conceived of, as to why this money should be taken out of the pockets of the people of Canada and handed over to these two railway promoters. In the days when kings ruled with absolute sway, they never could squeeze the money out of the people with such ease as Mackenzie and Mann have been able to in Canada. In the olden days kings levied tribute upon the barons, and the barons in turn collected it forcibly from the people. But here are two men who, without any force, use the legally constituted machinery of the government to tax all the people for their own benefit and Mr. Borden even refused to compel these men to build a decent railway. He didn't seem to care whether their railroad is safe to ride upon or not. His chief desire seems to be to transfer from the public treasury to the pockets of Mackenzie and Mann \$15,640,000. What a record for a statesman! The opposition to the Canadian Northern raid by the Liberal party was rather milk and watery. If they had made known to the Government that they would fight the Canadian Northern subsidy in the same way in which they fought the naval bill the Government would probably have backed down. But the Liberal party and Sir Wilfrid Laurier have given railway promoters pretty nearly everything they asked for in the past, and naturally could not make any vigorous fight against the present Government for doing the same thing. It is true that Sir Wilfrid and the Liberal party did not give Mackenzie and Mann cash grants, but they did give them huge land grants, which was just as bad and they also guaranteed the bonds of these two gentlemen for \$35,000,000 as one of the last acts of the late Government. Then the Liberal party gave the Grand Trunk Pacific public aid which will amount to \$50,000,000 or more, while the Canadian Pacific Railway was allowed to water its stock on four different occasions, by which means a great many millions were put in the pockets of the shareholders at the expense of the public. For this reason the Opposition was not well qualified to oppose

any kind of railway raid, and it is not likely that they had any desire to offend Mackenzie and Mann. The little opposition which the Liberals made was just enough to have a good effect on the public, but not enough to endanger the bill in any way. Of course Mackenzie and Mann do not mind a little political skirmishing so long as they get what they go after.

Neither one of the political parties can claim any glory in connection with this latest and most gigantic raid ever perpetrated on the public treasury. The government newspapers throughout Canada are claiming that this grant to Mackenzie and Mann meets with general approval, as is shown by the lack of opposition on the part of the Liberals. And practically very few of the Liberal newspapers do more than mildly disapprove of the grant. The people of Canada should begin to get their eyes opened soon as to who is running things in this country.

## PARCEL POST FOR CANADA

The Dominion Government is deserving of hearty commendation upon its decision to establish a parcel post system on January 1, next. The organized farmers have been asking for a cheap and efficient parcel post for some years, and if the system is well managed it will unquestionably be of great benefit not only to the farmers, but to all who are suffering from the high cost of living. The bill passed by Parliament last week does not provide for details, leaving the working out of the scheme to the Postmaster General, but the minister stated that parcels up to eleven pounds in weight would be carried, and a zone system of rates would be established, the first zone being within a radius of 20 miles from the office of mailing, while a larger zone will comprise each of the provinces, except in the East, where the three Maritime Provinces will form a single zone. No announcement was made as to the rates which will be charged, but it is intended to make the service as cheap as possible and yet self supporting and it may be assumed that the charges will be less than those of the express companies for the same service. The experience of the United States, where the parcel post has been in operation since January 1, 1913, has already proved the great benefits which producers and consumers alike may gain from this new public enterprise.

Farmers living at a distance from the railway will be especially benefited by the parcel post, for, in addition to a saving on express rates they will be able to despatch and receive parcels at their country post office instead of only at a railway station. Of even greater advantage to the farmer, however, is the opportunity which will be afforded of establishing a remunerative business in the direct supply of butter, eggs and other produce to consumers in the towns. Within the twenty-mile zone the rates should be low enough to enable farmers to do a very profitable business by securing regular customers to take the whole of their product in butter, eggs, poultry and the like and by dealing direct it should be possible for the consumer to get his supplies at less than the present retail prices and yet pay the farmer more than he can get from the jobber to whom he now ships. We should have liked to see the post office enter into more strenuous competition with the express companies by undertaking to carry parcels weighing much more than eleven pounds, but the departure already announced is a big step in the right direction and one which will meet with strong approval throughout the country.

## AID TO THE GRAND TRUNK PACIFIC

The Government, aided by the Opposition, put through a bill last week providing for a loan of \$15,000,000 to the Grand Trunk Pacific for ten years at 4 per cent. interest, and when the bill reached the Senate those guardians of the people's interests could hardly vote fast enough to get the bill through. Of course, in return for this huge loan the government will have absolutely no control over the road. Such a thing is never thought of. There is only a handful of shareholders in the Grand Trunk Pacific and this loan will no doubt be of considerable advantage to them in their private enterprises. The action of both political parties in this respect was quite contrary to their action a few weeks ago, when the Bank Act was up for revision. Both parties know that the bankers were plundering the western farmers by charging them 10 and 12 per cent. interest on their loans, and that the more a man needed the money the higher rate of interest the bank charged. When, however, it was proposed that none of the banks be allowed to charge more than 7 per cent. interest the leaders of both parties immediately came to the rescue of the bankers. There was never even a thought that the farmers of the prairies should be protected from the rapacity of the bankers, but it was quite right for them to vote \$15,000,000 at 4 per cent. to a handful of railway promoters. One million or more people living on the land and being plundered with 8, 10 and 12 per cent. interest is, of course, not nearly so important a problem as the Grand Trunk Pacific Railway promoters who have already had more than \$50,000,000 of public aid and are now being given \$15,000,000 more at 4 per cent. In the judgment of both political parties the proper rate of interest for the farmer to pay is 10 or 12 per cent., and for the railway promoters to pay is 4 per cent.

## INTERIOR STORAGE ELEVATORS

The announcement is made that the Dominion Government will proceed at once with the erection of three interior storage elevators in the West, each of which will have a capacity of from 3,000,000 to 4,000,000 bushels with cleaning and drying equipment. The object of these elevators, which will be erected at Saskatoon, Moose Jaw and Calgary, is to enable a considerable quantity of grain to be taken off the farmers' hands in the fall without necessitating the long haul to the lake front, thus enabling the railways to handle a larger amount of grain with the same rolling stock and trackage facilities. Internal storage of this kind is an experiment, such a thing having never been tried in any part of the world, and there are many diverse opinions as to its success and the effect it will have on the market and upon the financial returns to the farmers. The Government, however, in view of the loss occasioned by the annual grain blockade, is fully justified in making the experiment, and everyone will be glad to see it prove a success. The elevators are to be ready to handle the crop of 1914.

## TRUE TO PRIVILEGE

Nathaniel Curry, ex-President of the Canadian Manufacturers' Association, who was last year appointed to the Senate by Premier Borden, came to the front last week in defence of Mackenzie and Mann's \$15,000,000 subsidy. He said he was surprised that this gift should be criticized. He thought that Mackenzie and Mann had had great labor, great care and great anxiety, and that probably no other two men could