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Manitoba

This Section of The Guide is conducted officially for the Manitoba Grain Growers' Association
By R. C. Henderson, President, Suite 4, Balmoral Court, Winnipeg, to whom
all communications for this page should be sent.

NIVERVILLE BRANCH ORGANIZED

Central Secretary:—I have pleasure in reporting that T. W. Knowles and myself held a meeting at Niverville on April 8, and successfully organized a branch association there. The meeting was called for 2 p.m., but owing to the breaking up of the trails it was nearly 2.30 before the crowd was called to order by W. Christie, who ably filled the office of chairman. Wilfrid Wallace was voted secretary of the meeting and fulfilled the duties so well that it was decided that he retain his position in the newly-formed association. T. W. Knowles gave a most comprehensive account of the work the Grain Growers had done in the past to help the farmers' cause and also attempted to prophesy what would happen in the future if our membership continued to increase, and we could count on the majority of the farmers of Manitoba joining our ranks. A considerable number of questions were asked and answered to everybody's satisfaction. Owing to our having to catch a train the meeting came to a conclusion about 5.50 p.m., when twenty-four members came forward and paid their membership fee. The following officers were elected, all of whom are confident of being able to greatly increase the membership in the near future: President, Peter Kliever; vice-president W. (Buz.) Wallace, Jr.; secretary, J. W. Wallace; directors, W. Christie, A. Leopky, C. Tewes, C. Church, J. B. Harrison and P. Leopky.

I am looking forward to Niverville doing its share in fighting the farmers' cause and hope to see a strong and active branch there.

(Reported by T. C. BUCKLAND, district secretary).

STEAMSHIP RATES ON FREIGHT

The outstanding feature in the grain trade is the enormous advance in ocean freight rates. It is stated that this has not been due to any appreciable extent to the war risks because the British Navy has been able to secure and retain practically an absolute control over the maritime highways. The general shortage of vessels thru internment and especially the commandeering for purposes of military transportation of vessels that would otherwise be employed in the shipping trade have contributed in a measure to the high freight rates. The main cause, however, is that vessel owners found it to their advantage to get together to force the price of ocean freight to the present enormous cost.

The Census and Statistics Monthly, issued under the auspices of the Minister of Trade and Commerce, in the February issue, publishes a very illuminating table of freight rates from Montreal to Liverpool during the open navigation on the St. Lawrence River as follows:—

Month	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
May	3 0	1 5	2 3	3 8	3 8	4 3	3 4	3 2	3 8	7 6	9 1	4 6	18 3
June	3 0	1 3	2 3	3 8	3 8	3 0	3 4	3 2	3 8	7 6	9 1	4 6	21 3
July	3 0	1 5	2 3	3 0	3 8	3 0	3 4	2 5	3 8	7 6	8 7	4 6	21 3
Aug.	3 0	1 5	2 9	3 2	4 3	3 4	3 0	2 3	3 9	8 0	7 6	4 6	24 3
Sept.	3 0	1 5	3 6	4 4	4 8	3 9	4 8	3 2	4 3	6 5	7 6	6 3	24 3
Oct.	3 2	1 5	5 3	5 4	4 8	4 6	4 3	3 6	5 5	8 7	8 3	6 9	28 5
Nov.	3 2	1 9	6 7	3 8	4 3	4 3	4 8	4 3	6 3	9 1	8 0	7 6	39 9

REORGANIZATION AT LONG RIVER

Central Secretary:—With regard to Long River Association we found that owing to various difficulties we could not carry on any business last year, but have made a strong attempt to revive our branch and put it on a proper footing this spring. The weather has been much against us, but after calling three meetings in as many weeks we finally got started with fifteen members in good standing and the definite promise of ten more who were unable to attend owing to the state of the roads. This practically takes in all who could attend in this district and we will have another meeting immediately after seeding, when the chances will be better for a full attendance. In the mean-



26 babies poisoned in 11 states; fortunately some recovered.

Save the Babies

↓

TANGLEFOOT

Catch the disease carrying fly that strays into your home with safe, efficient, non-poisonous TANGLEFOOT; not arsenic poison in an open saucer set within reach of the baby, or a can from which a poisoned wick protrudes, sweetened to attract both flies and babies.

Files kill many babies, and fly poison more than all other poisons combined—

—But in homes where careful mothers have protected their babies from such risks—by using only TANGLEFOOT, both dangers are avoided.

The Journal of the Michigan State Medical Society reports 26 cases of arsenical poisoning from fly destroyers in 1915 in only 11 states; in 1914 there were 40 cases in 14 states.

It states editorially:

"Symptoms of arsenical poisoning are very similar to those of cholera infantum; undoubtedly a number of cases of cholera infantum were really cases of arsenical poisoning, but death, if occurring, was attributed to cholera infantum."

"We repeat, arsenical fly destroying devices are dangerous and should be abolished. Health officials should become aroused to prevent further loss of life from their source. Our Michigan Legislature, this last session, passed a law regulating the sale of poisonous fly papers."

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