

The Grain Growers' Guide

Winnipeg, Wednesday, February 22nd, 1911

SUPPORT YOUR LEADERS

The Canada Grain Bill is now before the Senate. This bill is designed by the Dominion government to regulate the terminal elevators, and it also repeals and takes the place of the Manitoba Grain Act and the Inspection and Sale Act. Henceforth all the regulations of the grain trade of Canada will be in the one act. Revisions have been made in the terminal elevator regulations, but they are practically all to provide more supervision and heavier penalties for infractions of the law. Three commissioners, under the Minister of Trade and Commerce, will have charge of administering the act and will be located at Fort William or Port Arthur. They may hold sittings wherever necessary in Canada, and together with their staff, will travel free over all railways and steamship lines. The commissioners are to be appointed for ten years, but to be removable by the cabinet for cause. The commission will not be independent, as the Grain Growers' asked for, but will be under the control of the government. The commissioners will have all the powers heretofore exercised by the warehouse commissioner, whose office will be abolished, and will also have full charge of every department of the grain trade and all the public officials engaged therein. The bill allows the government to "construct, acquire, lease or expropriate for His Majesty any terminal elevator IF PARLIAMENT HAS GRANTED THE MONEY FOR THE PURPOSE." Of course if parliament does not vote the money there will be no government operation of the terminals. It will be merely a case of more supervision such as has utterly failed in the past and heavier penalties may be imposed upon those who violate the act. The bill provides that the terminal elevators shall be weighed up and stock taken in the month of August every year, but permits the commissioners to order similar action whenever they wish. Section 242 of the bill reads:

"Every person is guilty of an offence and liable on summary conviction to a penalty of not less than five thousand dollars and costs, and not exceeding twenty thousand dollars and costs, and to imprisonment for any term not exceeding two years, who,

(a) While owning, operating or being otherwise interested in any terminal elevator, buys or sells or is a shareholder in a company which buys or sells grain in Canada, or elsewhere, or who is individually or is a shareholder in a company interested in the storage of grain otherwise than in a terminal elevator; provided, however, that no person shall be deemed to be interested in a terminal elevator in consequence of his being a shareholder or otherwise interested in any railway company owning or operating a terminal elevator;

(b) Mixes different grades of grain while such grain is stored in any terminal elevator;

(c) Makes any untrue statement (with respect to anything required by this act) as to the receipts or shipments into or out of any terminal elevator or as to the quantity, kind or grade of grain in store in a terminal elevator.

"2. If any corporation is convicted of an offence under this section every officer of such corporation and every person interested in or employed by the said corporation who has any part or share in the commission of such offence shall also be personally liable to the said penalty.

"3. Any terminal elevator in respect of which or in which any offence mentioned in this section has been committed shall not be licensed or operated for a period not exceeding one year in the discretion of the board after the conviction of the person committing the offence."

This section is the one upon which the

government chiefly relies to safeguard the farmers' grain in passing through the terminals. Undoubtedly the new regulations are more drastic than anything before enacted and should afford more protection. But the operators of the terminals have been able to break through and laugh at the most stringent laws that the best legal minds at the disposal of the government have been able to draft. The Grain Growers will not believe that this new enactment will prevent manipulation and graft in the terminals henceforth. Years of suspicion which has finally been proven to be justified to an extent that staggered Canada is not to be allayed by mere supervision. When the manipulators were caught the penalty imposed was so light that it was hardly noticeable in comparison with the huge profits they secured by manipulation. No one will doubt but that these manipulations had been going on for years and had amounted in the aggregate to millions of unjust profits taken from the grain. Those profits were taken out of the pockets of the farmers and put into the pockets of the operators of the terminals. **THESE THINGS TOOK PLACE WHILE THE BEST SUPERVISION THE GOVERNMENT WAS ABLE TO GIVE WAS IN OPERATION AT THE TERMINALS.** The most stringent provisions of the government have failed miserably to protect the farmers. Former supervision has failed to supervise; inspection has failed to inspect. Now what is to be the remedy? All that is offered is more of the same thing that has proven to be useless. The government must realize that such will not suffice. The Grain Growers, the Grain Dealers, the Grain Exporters, and in fact every person interested in the grain trade except the owners of the terminal elevators have declared that they will have no further confidence in the terminals unless they are operated by the government. The grain trade of Canada is one of the leaders in Canadian commerce, and is the one which has more than any other given Canada a reputation throughout the world. The government has admitted that it cannot make the terminals safe, yet is insisting upon experimenting further. Why experiment when government operation eliminates the possibility of manipulation in the grades? Now is the crucial time. The matter will be settled by parliament within two or three weeks.

IT RESTS WITH SIR WILFRID LAURIER TO SAY THE WORD. HE HAS PUBLIC OPINION UNANIMOUSLY BEHIND HIM IN THIS MATTER. PARLIAMENT WILL BE UNANIMOUS IN VOTING THE NECESSARY MONEY. WHY SHOULD HE DENY THIS ACT OF JUSTICE TO THE CANADIAN PEOPLE? It will benefit not only the Grain Growers but the people of Canada generally, and no person will suffer—except a few who should have suffered long ago. The Canadian Council of Agriculture is taking action in the matter. James Bower, president of the United Farmers of Alberta and president of the Canadian Council of Agriculture, together with R. McKenzie, secretary of the Manitoba Grain Growers' Association, has gone to Ottawa to press upon the government the need of taking the terminal elevators completely out of the hands of private owners. They will be supported by the organized farmers of all Canada. Nothing that the farmers can do will be left undone. Not the slightest reason can be given by the government for withholding this most just demand of the farmers. Now is the time for every farmer in the West who has faith in

the justice of this demand for government operation of the terminals to assist the leaders at Ottawa. It can be done in only one way in so short a time. Every farmer should sit down and write two letters **AT ONCE**. One letter should go to Sir Wilfrid Laurier and the other to your member at Ottawa. Both letters should state plainly what you think about the need of government operation of the terminal elevators. Opportunity seldom comes to any man. But it faces the Grain Growers today. If they want the terminals they should let it be known in Ottawa. Write now. Don't wait. It may be too late if you delay.

THE EAST AND THE WEST

Arthur Meighen, M.P., in speaking before the Montreal Canadian Club last week, declared that the people of the West do not feel under any obligations to the people of the East in any way. He intimated that the Westerners considered themselves qualified to discuss any and every Canadian question on terms of perfect equality with every other Canadian. Such sentiments uttered in the very stronghold of special privilege might not be relished, but nevertheless Mr. Meighen's statements were correct and he performed a service for the West in talking as he did. There are a few influential individuals in Eastern Canada who are endeavoring to prove that the East performed an act of charity in the development of the West. They hope to induce Easterners to believe that the construction of the great Western railways, the immigration policy and in fact everything that has been done to develop Western Canada has been paid for by the people of Eastern Canada. The object these gentlemen have in view is to create antagonism between the farmers of the East and the West and conquer them in detail. Fortunately the common people of Canada are not quite so bereft of reason as these special pleaders would believe. Let us see who paid for the building and development of the West. Since the day that the West was purchased from the Hudson's Bay Company it has been continually exploited. The purchase price to the Hudson's Bay Company was in the shape of a small amount of cash and an immense Western land grant. The land has since become worth tens of millions of dollars all paid by the labor of people of the West. The Canadian Pacific Railway was given 25,000,000 acres of Western land, and the value of that land, which is now worth at least \$15 per acre, was entirely created by the work of Western people. The C.P.R. since its inception has discriminated against the West in the matter of freight rates. It can be demonstrated that the people of the West have paid to the C.P.R. (in addition to proper carrying charges for all traffic) at least a sufficient amount in the shape of extortionate freight rates, the value of land grants and tax exemptions to build the C.P.R. complete from Halifax to Vancouver. The recent decision of the Imperial Privy Council in giving the C.P.R. further exemption from taxation for another twenty years will merely increase this huge gift to that corporation. Then think of the rest of the huge land grants to other railways! The argument that the Easterners bore all the expense of the immigration campaign is a weak one. The only reason there ever has been an immigration campaign carried on is because the railroads, the manufacturers and the other commercial interests want people on the prairie to be exploited. Every manufacturer who put up one cent towards the devel-