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PUBLIC OWNERSHIP IN CANADA
From Northwestern Miller, (Minneapolis)
The people of Western Canada will be well advised if they persist in their emphatic demand that the railway to Hudson Bay now under parliamentary consideration be built and owned and operated by the government at Ottawa. This undertaking is one that does not promise any advantage to the country if carried on as a private enterprise.

Many years ago a charter was granted to a private company, which charter was afterwards bought by the Canadian Northern Railway. It carried with it a land grant of 6,400 acres of farming land for every mile of railway built in Manitoba and 12,800 acres per mile for the other portion of the road. Under this charter the new owners built a portion of the proposed road and got several million acres of land on the bonus arrangement, the proceeds from the sale of which have since returned vastly more than the entire cost of construction.

Fortunately the charter lapsed before any more construction work was done, and the government refused to renew the grant. Had it done so, the amount of land involved would have been over 5,000,000 acres; worth more than twice the estimated cost of work. Now the Canadian Northern is carrying on an active lobby at Ottawa looking to the granting of a cash bonus and guarantee of bonds for the building of the line.

Upon no consideration should Canada consent to any bargain of this kind. The time for private ownership of the proposed railway is past and the nature of the undertaking is such that nothing short of public ownership and control will render the road the factor in the making of rates that it ought to be. Any company construction or ownership will mean a cheap road at enhanced cost to the country and the elimination of all competition with existing channels of transport in the making of rates.

The farmers of the Western provinces have already pronounced positively against anything but government ownership and control of this road and so has the Winnipeg board of trade. It now remains for the West to see that its wishes in the matter are carried out.

FAMINE IN CHINA

New York, Dec. 25.—Private advices received here state that the famine in China has so far affected 3,000,000 persons, and that \$1,000,000 is urgently needed for their aid.

Rev. Dr. Arthur J. Brown, chairman of the committee on reference, representing the boards and societies of foreign missions in the United States and Canada, made public here to-night the following cablegram from the chairman of the inter-denominational committee of foreign missions in Shanghai:

"Famine prevails to a great extent over the northern part of Kiang Su, and An Rui provinces. Three million people are affected. The Chinese government and people are generously contributing relief. According to reports of missionaries in the district affected, the relief is not sufficient. International committees organized in Shanghai propose that missionaries co-operate with generous Chinese, to raise funds and assist in distributing. A million dollars is needed. Help must be carried on until May. Please communicate this to missionary societies, church papers and Christian Herald, urgently requesting contributions."

The combined population of the two provinces named is 37,630,549.

Crops a Failure

Rev. Edwin Lohen, a Presbyterian missionary on the spot, describes the conditions in a letter in part as follows:—"We are passing through another famine here. The last years have been marked by repeated floods, and this year both the spring and fall crops have been an almost total failure in large sections. A region of 35 miles wide by nearly 67 miles long has been swept by the worst flood within the memory of man. The people lost everything. The imperial government voted 40,000 taels for the twelve devastated counties, but this is a mere drop in the bucket. Taking China as a whole, the flooded district is a small one, but there are floods in other parts of China, and the imperial government is in such financial straits that it is to be feared assistance cannot be given. At the best it will be only temporary. It is hard to preach a

The Grain Growers' Guide

R. McKENZIE, Editor-in-Chief - G. F. CHIPMAN, Managing Editor

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THE GUIDE IS DESIGNED TO GIVE UNCOLORED NEWS FROM THE WORLD OF THOUGHT AND ACTION and honest opinions thereon, with the object of aiding our people to form correct views upon economic, social and moral questions, so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the widest possible increase and diffusion of material prosperity, intellectual development, right living, health and happiness.

THE GUIDE IS THE ONLY PAPER IN CANADA THAT IS ABSOLUTELY OWNED AND CONTROLLED BY FARMERS. It is entirely independent, and not one dollar of political, capitalistic or special interest money is invested in it. All opinions expressed in The Guide are with the aim to make Canada a better country and to bring forward the day when "Equal Rights to All and Special Privileges to None" shall prevail.

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gospel of love to those who are starving, unless at the same time one can help their physical need."

BIG STRIKE AVERTED

Chicago, Ill., Dec. 25.—The wage dispute between the Brotherhood of Locomotive Engineers and 61 railroads west, north and south of Chicago was settled here yesterday. There will be no strike.

Instead, the engineers get an average increase in wages of 10 1-3 per cent. of their 1910 wage scale, giving them a Christmas present of an average of approximately \$192 for each of the 35,000 men involved, for each subsequent year. Specifically, the agreement provides for a raise of 40 cents a day for all engineers with a differential in addition, of 25 cents for \$15,000 pound engines, an added differential of 75 cents a day for the smaller Mallet engines, and a differential of \$1 a day for the heaviest mallets.

In a letter to United States Commissioner Neil, who as mediator under the Erdman act, brought the settlement out of what seemed a sure disagreement, grand chief engineer Warren S. Stone of the brotherhood gave as the reason for accepting the terms offered, the suffering and loss which would attend a general Western strike.

Numerous specific working conditions are improved by the agreement formally signed late yesterday. Engineers are given control of electric and gasoline motor cars used as locomotives, with an increase of 50 cents a day in present wages. Hostlers under the protection of the engineers get an increase of 25 cents a day.

The new rate becomes effective with the signing of the agreement yesterday. The Brotherhood of Railroad Trainmen and the Order of Railway Conductors have asked for an increase for 75,000 members on the same lines, and it is understood the railroads are willing to grant an advance aggregating nearly \$5,000,000. This controversy will be settled Tuesday as it is admitted there are no serious differences between these two organizations and the general managers.

REPORTS TO BE CHANGED

Washington, Dec. 24.—To enable every one interested in the department of agriculture's monthly crop reports to realize the full meaning of figures of crop estimates during the growing season, Victor Olmstead, chief of the bureau of statistics, and chairman of the crop reporting board, contemplates including quantitative interpellation of the figures in these reports for the important crops. Heretofore the monthly crop reports have been expressed in percentages of a normal full crop. The figures representing the condition of each growing crop will be promulgated monthly, as in the past, and in addition the quantity or volume of year's final production, as indicated by the condition figures, will be stated.

This addition to the monthly reports probably will not be included early in the season, but in the reports giving the condition as the crops approach maturity, later in the season, the final production will be estimated.

The ultimate production of any crop cannot with certainty be foretold, but it has been demonstrated that the harvest can be loosely estimated.

STEAMSHIP LOST

Vancouver, Dec. 27.—The fate of the little steamer St. Denis, a familiar vessel at this port during the past two years, is no longer in doubt. Somewhere off Cape Flattery, in the fierce gales that prevailed two weeks ago, she was lost.

Without hope or succor, blown far from the beaten track, she went down with all on board, and her wreckage strewn the graveyard of dead ships, the west coast of Vancouver island. For more than two weeks an isolated beach at Cape Scott has harbored all that is left of the old St. Denis, her pilot house, wreckage, and miscellaneous floats carrying unmistakable evidence of their origin.

The following telegram was received by the C. Gardner Johnston company of this city:

"Following wireless received from steamer Tees. Cape Scott residents report 10th inst. wreckage from steamer St. Denis, including deck house, pilot house, halches, portions of boats washed ashore."

Those on board, all told were: Captain Thomas S. Davis, chief officer J. C. Gold, second officer F. Weightmann, chief engineer W. Dodge, second engineer E. Steel, chief steward A. C. Delpecht, and crew of twelve Chinamen.