

The Grain Growers' Guide

Winnipeg, Wednesday, September 20th, 1916

WAR LOAN ANNOUNCED

On another page in the advertising section of this issue will be found the Dominion Government announcement of the \$100,000,000 war loan. It costs an enormous amount to keep 360,000 soldiers under arms and the cost will steadily increase until the war is over, but the people of Canada have determined to do their share in bringing the war to a successful conclusion. Money is just as necessary as men. As Lloyd George has said, it is the "silver bullet" which will decide the victory. Large numbers of young men have joined the army from the West. Those who have remained at home and carried on the business of the country are also helping in the war. Last year's crop was enormous and the price was remarkably good. Thousands of farmers have a considerable amount of cash on hand or in the bank drawing three per cent. interest. They should help out in the struggle by buying as many war bonds as they can afford. These bonds are in denominations of \$100 each and are selling at \$97.50 each and pay 5 per cent. interest on par, which means a little over 5 per cent. on the actual investment. Undoubtedly they will go up to \$100 or \$102 in value before their fifteen year term expires. This makes the investment a good one and moreover it is absolutely and perfectly safe. Thousands of farmers have gone into "get rich quick schemes" and have lost their money. They cannot lose by buying war bonds. The bonds can be sold at any time without any red tape or difficulty whatever, but if not sold they form the very best possible security on which to get a loan from any bank. The man who has only \$100 to invest may think it is not worth while, but this is the great error. The most desirable thing possible would be to have the whole \$100,000,000 subscribed by one million people at \$100 each because it would prove the inexhaustible resources of the country. Whether a man can put in \$100 or \$1,000, he should do it and it should be done quickly because September 23 is the last date on which applications will be accepted. Ten dollars on each bond is all that is to be paid down and the balance is spread over three months as shown in the announcement. Any local bank manager throughout the country will accept applications or any responsible financial broker. If you want to assist in crushing German militarism and are not able to shoulder a rifle, you cannot do better than to subscribe for as many war bonds as you can pay for.

CORRUPTION GETS ITS REWARD

Last week the electors of the province of British Columbia declared with no uncertain voice that they were sick and tired and disgusted with the regime of political corruption which has disgraced that province of Canada for some years past. In the waste of public money and in political corruption generally the government of British Columbia, under Sir Richard McBride (who recently selected for himself a fat job in England), has for many years been considered the foulest in Canada, not even excepting that of the late Roblin regime in Manitoba. The fact that all the cabinet ministers were defeated and the government party practically annihilated does not prove that the people of British Columbia are largely Liberals, but simply that the great bulk of those who have been voting Conservative, like a large number of the Conservatives in Manitoba, are determined to have clean government. For the past ten years the government of British Columbia has been squandering the natural resources of that province in the most shameful manner and has guaranteed the bonds and

granted concessions to railway promoters to a degree greater than that of any province or state in the wide world. The day of reckoning has come for the government and the unfaithful stewards have been discharged in disgrace, but the day of reckoning for the province has not yet come when all these obligations will fall due. It will be some years yet before one of the fairest provinces in Canada will reap the heavy toll due to the mismanagement of its public affairs by a corrupt government.

STOCK KILLED ON RAILWAYS

The annual loss to this country from stock killed by railway trains is enormous and up to the present it has been found impossible to secure legislation which will adequately protect the farmer against this slaughter. The organized farmers have repeatedly urged such legislation at Ottawa and it has repeatedly been refused. It is true some claims have been paid for stock killed on railways but in the great majority of cases the claims department of the railways disclaim all responsibility and for a farmer to enter action against a railway company for such damages is almost hopeless. No individual ordinarily can successfully fight a corporation. There never has been very complete compilation of the losses from stock killed on railways. But with the co-operation of the farmers of the West, The Guide will endeavor to secure a report of such losses during the year 1916. We want every farmer who has had livestock of any kind killed on the railways to send us a brief report which we will publish. These reports should give briefly the following information:—

The date, (as near as possible.)
Number and kind of stock killed?
Name of railway?
Whether right of way is fenced?
Where stock was killed?
Value of stock killed?
Did the railway company make settlement?
What reason did the company give for not making settlement?
Report should be signed by the owner of the stock, and post office address.

If these reports can be secured and shown to the public thru The Guide it will assist very materially in securing the legislation required. We want reports only on stock killed since the first of January, 1916, and every person interested should assist in having these reports sent in to The Guide. Let us have the reports as promptly as possible that we may estimate the toll levied upon the farmers thru cattle killed by the railways of this country.

HOW TO GET JUSTICE

Farmers generally don't realize the wide powers exercised by the Board of Grain Commissioners in the conduct of the grain trade. The board not only administers the Grain Act, but also it is the duty of the board to see that all companies in the grain trade, which are licensed and bonded under the regulations of the board, fulfil their duty towards farmers. A number of complaints recently have reached The Guide and have been forwarded to the board where they have been promptly taken up and adjusted. When a farmer believes that he has been unfairly treated by a grain commission firm or by a local elevator buyer or by any other firm or corporation in the grain trade, the proper thing to do is to set forth the complaint fully, clearly giving all the dates, facts and figures, and forward the same to "The Secretary, Board of Grain Commissioners, Fort William, Ont." The board maintains a special depart-

ment for the investigation of such complaints and farmers should take advantage of this opportunity to see that all injustices are corrected.

SECOND BRIDGE DISASTER

Another disaster last week marked the construction of the world's greatest cantilever bridge being constructed across the St. Lawrence above Quebec. The central section, 600 feet in length, collapsed and sank to the bottom of the river just as it was being fitted into place to complete the great bridge. In 1907 one section of the bridge collapsed and carried to death more than 80 engineers and workmen. This time the loss is estimated at 10 lives. It is stated that the financial loss in the collapse last week was \$500,000 and that it will be borne by the construction company who will push ahead as fast as possible to replace the lost section and complete the bridge. When completed the bridge will have 1800 feet in one span, being the longest in the world, the second being the Forth Bridge in Scotland with 1710 feet in one span. When completed the new bridge will shorten the distance between the West and the East by 200 miles and will be the property of the people of Canada.

GOOD YEAR FOR C.N.R.

The report of the Canadian Northern Railway system for the year ending June 30, as submitted to the shareholders, shows that the net loss for the year is \$1,640,283. This annual report is unique from the fact that it is the first time the report has covered the entire system operated by the McKenzie and Mann interests. Previously the reports have only covered the Canadian Northern Railway, while the same interests operate a number of other lines under different names. Sir William McKenzie, president of the system, in presenting the report says that the company has exercised the most rigid economy and yet the net earnings were not equal to the fixed charges. What "rigid economy" means in the vocabulary of Sir William is a matter of speculation to any person who has witnessed the rise and development of the Canadian Northern Railway system. However, on the whole, the year should be a very profitable one to the Canadian Northern Railway, because the annual dip into the public treasury will more than offset the loss of \$1,600,000. The Canadian Northern Railway promoters would be ashamed to dip into the treasury and not get more than that much at one grab, so after all it should be considered a fairly satisfactory year.

ARE YOU KEEPING POSTED?

The Department of Trade and Commerce, Ottawa, Ont., has collected into pamphlet form all the rules and regulations of the Board of Grain Commissioners regarding survey boards, country elevators, hospital elevators, grain inspectors, interior terminals, shortages, overages, terminal elevators, weighing, and registration of warehouse receipts, etc. This pamphlet will be of interest and value to farmers and should be studied carefully by them. It is for free distribution. The report of the Board of Grain Commissioners for the year 1915 is also now published in the same volume with the grain statistics of Canada for the year ending March 31, 1915. This volume is also for free distribution. We would recommend every farmer who is not supplied with these volumes to send a post card or a letter at once to "The Department