

ment for more protection and bounties. If ever there was a case of unmitigated nerve this is one. Expanding with prosperity yet demanding permission for further robbery of the public. What excuse can any honest man give for granting further privileges to this industry?

"MIXED" FARMING

The Western farmers have repeatedly been told by more or less well intentioned friends of protection, that they should go in for mixed farming. This leads us to consider what happens to the man who raises beef cattle for market. Let us suppose that two farmers in the vicinity of Winnipeg and Chicago wish to purchase a gas tractor, and that they were to pay for it with 1,100 pound beef steers. The tractor that would cost \$2,000 at Chicago would cost \$2,400 at Winnipeg. The steers would be worth \$6.00 per hundredweight at Winnipeg and \$10.00 per hundredweight at Chicago at present prices, but we will figure them at \$9.00 at Chicago. The Canadian farmer would need to drive thirty-six steers to market to get his tractor, while the American farmer would get the same tractor in exchange for only 20 steers. This grim joke is one of the beauties of the protective tariff. It is "mixed" farming with a vengeance.

Others of our good friends have assured us that the Western farmers are today rolling in wealth, and their prosperity is nothing short of amazing. The binder is a very useful article in Canada. Let us suppose that a Minnesota and a Manitoba farmer were about to purchase a binder on November 9, the grain prices for which day we happen to have before us. Wheat at Winnipeg was worth 86½ cents and at Minneapolis 88¼ cents, while the spot cash price of the binder in Minneapolis was \$140 and Winnipeg \$162. The Manitoba farmer would hand over 187 bushels of 1 Northern wheat for his eight-foot binder, while the Minnesota farmer would get the same binder for 158 bushels. Thus the Manitoba farmer sacrifices 29 bushels of good wheat on the altar of the protective tariff.

On the same day the top price for barley in Winnipeg was 54 cents and Minneapolis 60 cents, thus this same binder would cost the Manitoba farmer 300 bushels of barley, but would cost the Minnesota farmer only 233 bushels of barley. Here is where the Manitoba farmer dumps 67 bushels of barley into the bottomless maw of the protected interests.

But let us see how much the situation would be improved by considering flax, which on this same day was worth \$1.27 in Winnipeg, and \$1.39¼ in Minneapolis. The binder would cost the Manitoba farmer 127 bushels of flax, but would cost the Minnesota farmer only 100 bushels of flax. Thus the Canadian farmer would yield as a tribute 27 bushels of good flax, for the pleasure of creating protected millionaires in Canada.

The protectionist tries to frighten us by telling us about the horrible condition in the United States, where the farmer gets low prices for his produce, and the trusts are always at his throat. These figures we have just given cannot be disputed. We would be pleased to hear from any farmer who would not be pleased to get into the hands of the American Implement Trust and save these heavy losses which we have just set forth. Has Protection made you rich? Isn't it lovely to be thus "protected?"

GRAIN ROUTES SOUTH

As there are conflicting reports in the newspapers regarding the rates on grain to Duluth and Minneapolis we have taken up the matter with the various railways. The Canadian Pacific Railway company states that their through rates to the south went into effect on November 8, and are

applicable on grain for domestic consumption in the United States as well as on grain in bond for export. The Grand Trunk Pacific through rates to the south have not been altered since they were first put into force last winter and apply both on export and domestic consumption. The Canadian Northern officials are not prepared to say anything about when their through rates will take effect. They decline to discuss the Ottawa dispatches which state that they have made application to the Interstate Commerce Commission to put rates in effect on December 9.

WE PAID 880 PER CENT. DUTY

Our readers may have noticed pattern designs for ladies' garments which we publish from time to time. These patterns are made from matrices which we secure from New York, as there are none of the kind made in Canada. These matrices are invoiced to us at 50 cents per month, but the customs department in Winnipeg has insisted on charging us \$4.40 on this 50 cents' worth of material. The duty is a specific one, being half a cent per square inch, though we have finally got it reduced to a quarter of a cent per square inch, or 440 per cent. We do not know of any higher duty in the tariff schedule.

OUR TAXES HAVE DOUBLED

For the half of Canada's financial year ending September 30 the Dominion Government's revenue amounted to \$81,378,650, an increase of \$17,309,126, or twenty-six per cent. over the corresponding six months last year. The total revenue for the year is expected to reach the high water mark of \$170,000,000. The bulk of this revenue comes from the duties imposed on imports. How rapidly the customs revenue is increasing appears from the fact that whereas in 1907 the duty collected amounted to \$40,290,171.70 last year's duties were more than double, namely \$87,548,536.00. The politicians call it "revenue." But the people who pay this huge sum call it "taxes." Does it not seem that the time has come to lighten the burden resting on the backs of the people by reducing the tariff taxes? Or must we still go on heaping up the gigantic revenues so that Parliament shall have more money than it knows what to do with and have to lavish the surplus millions on railway magnates and other needy millionaires?

WHO HAS THE REMEDY?

No one for an instant thinks that the railways must be ready to handle the Western crop promptly each year in the short space of three or four months. But it should be clearly understood that the farmer is not the chief one to blame for present congested conditions. The grain grower must live on the proceeds of his crop. It requires several years under the very best circumstances for a farmer to get into a position where he has sufficient capital ahead to finance himself and thus market his crop at leisure. The farmer begins with very little capital usually. The payments on his land fall due annually. If he is a homesteader he seldom has much capital. He must buy his machinery on time and all his notes come due October 1, as a rule. He runs an account with the local merchants to be paid in October or November. In fact not only the farmer lives from the proceeds of his crop but nearly every one else in the country is also living from the proceeds of that same crop—directly or indirectly. And in the final division the farmer who produces the crop gets the smallest part of the proceeds. But the point at issue just at present is that the farmer is not to blame for throwing the crop on the market so rapidly. The only way the situation can be remedied is to evolve some means of helping

the farmer to finance himself. Every other industry is financed by institutions provided by special legislation for the purpose. The people in the cities, towns and villages generally have their salaries paid in cash weekly or monthly and thus can finance themselves. The manufacturer, lumberman, mine owner, railway company, grain dealer, merchant and every other man in business can raise money at from four to six per cent. on his finished, or partly finished, product and thus can finance himself and work off his goods when the market is at its best. If any one of these people were compelled to dump their product on the market and take what they could get for it they could not stay in business for a year. Yet this is what the farmer has to do. Of course the farmer who has been farming successfully for some years is not generally in this plight. But three-quarters of the Western farmers have no means of financing themselves. An amendment to the Bank Act allowing the banks to loan money on grain in the farmers' granary will afford a measure of relief. But not as much as many hope because although the banks may be permitted to loan thus to the farmer they are not compelled to do so, and when they do it will be at the killing rate of 8, 10 or 12 per cent. If any politician or financier has a remedy we shall be glad to hear from them, but we shall venture the prophecy that the remedy will have to be worked out by the farmers themselves through their organization.

In the Speech from the Throne at the opening of the Saskatchewan Legislature on November 14, it was announced that a bill would be brought before the House making provision for Direct Legislation. It is also expected that when the Alberta Legislature convenes during the winter that one of the bills to be considered is that providing for Direct Legislation for the Province of Alberta. The friends of this safeguard of democracy will be interested to watch the course of legislation in both provinces. Both political parties in both these legislatures are in favor of Direct Legislation and by working together they can undoubtedly make the bills more satisfactory than if they were made party questions.

From the Railway Press Bureau's defence of high freight rates in Western Canada:—

"Canadian roads, including, of course, the Canadian Pacific, are suffering just as acutely as the American ones from the increase in the cost of operation."

From the annual reports of the Canadian Pacific Railway:—

1908—Available for dividends.....	\$15,676,922
1910—Available for dividends.....	27,258,728
1912—Available for dividends.....	33,877,754

There are lots of Western farmers who would like to suffer acutely in the same way.

The price of South African Scrip seems to be holding very firm on the market, though the end of the year is rapidly approaching when scrip is worthless. Every one remembers how strenuously the present Minister of Interior opposed the extension of time for the location of scrip two years ago. This should be proof positive that Dr. Roche will not grant any further extension. Speculators have had a splendid harvest already.

The Railway Press Bureau hit the nail on the head when it said that the value of what the farmer ships out is many times the cost of what he brings in. If the farmer got a square deal, the value of what he brought in would be equal to the value of what he shipped out at least.

Please do not forget that our great referendum ballot will appear in The Guide of December 11. The questions are published again in this issue so that all may be familiar with them before the ballot appears.