

The Brain Browsers' Guide

Winnipeg, Wednesday, July 26th, 1916

LLOYD GEORGE AGAIN

The recent announcement that the Right Hon. David Lloyd George has been appointed secretary for war in the British Cabinet, to succeed the late Earl Kitchener, merely emphasizes to the world that the British people regard him as the most indispensable man in Great Britain. Few statesmen have passed thru such experiences as Lloyd George. Fifteen years ago he was mobbed and hooted in the streets because of his attitude on the South African war. His great ability was shown when he first entered the British Government as secretary of the Board of Trade which brought him into close contact with industrial conditions which he handled in a masterly manner. From there he went to the Chancellorship of the Exchequer where his famous budgets and his social legislation not only improved conditions throughout England, but finally resulted in the overthrow of the power of the House of Lords. It was his master mind that organized British finances at the opening of the war and when that work was thoroughly done a man was needed to provide a supply of war munitions with which to combat the Germans. Lloyd George as minister of munitions organized the manufacturing resources of Great Britain on a scale undreamed of in history. His work in that department had only been completed when Earl Kitchener was drowned, and immediately all eyes turned to the "little Welsh lawyer" to fill the vacancy at the war office.

The man in charge of the war office need not necessarily be a soldier when he has as second in command the great organizer, Sir Wm. Robertson, and as leader of the armies in the field Sir Douglas Haig. Kitchener's wonderful record as a soldier and administrator gave the British public full confidence in the outcome of the war from the moment of his appointment to the war office. The same feeling of confidence now exists towards the appointment of Lloyd George to the same office. He has his critics, but he requires no special sympathy because he has demonstrated his ability to take care of them. His vast administrative ability is unquestioned and his energy is not surpassed by any statesman of modern times. With Lloyd George in the war office it is safe to assume that the prosecution of the war will go forward with the same vigor and determination that characterized the administration of Earl Kitchener.

RAILWAY INVESTIGATION COMMISSION

The Dominion Government has appointed a commission to investigate the railway situation in Canada, to show clearly the financial condition of the Grand Trunk Pacific and Canadian Northern Railways, as well as to report on the advisability of nationalizing Canadian railways. The commission is composed of Alfred H. Smith, president of the New York Central Railway (chairman), Sir Geo. Paish, the famous British financial expert, and Sir Henry Drayton, chairman of the Canadian Railway Commission. These are all men of outstanding ability and of experience in the particular question which they are to investigate, and their report should give the public a very clear insight into railway financing in Canada, if they go into it thoroughly as we presume they intend to do. It is hardly likely, however, that they will recommend nationalization. Such a recommendation would be most extraordinary coming from a commission headed by the president of one of the largest private railways on the continent, and neither of the other commissioners are known particularly to lean towards nationalization. At any rate, while these men can no doubt perform excellent

service investigating railway conditions and finances it is doubtful if their opinion on nationalization will be any more valuable than the opinion of thousands of other well informed citizens of Canada with no experience whatever in railway matters.

CROP FIGURES FOR 1915

We are getting near the time when reliable figures for the 1915 crop will be available. The following comparative figures for the first ten months of the present and preceding grain years show the number of cars and bushels of Western grain inspected:

	Ten months ending June 30, 1916	Ten months ending June 30, 1915
Wheat—		
Cars	247,482	92,702
Bushels	296,978,400	104,289,750
Oats—		
Cars	44,826	17,914
Bushels	91,893,300	34,036,600
Barley—		
Cars	7,986	3,617
Bushels	10,781,100	4,702,100
Flax—		
Cars	3,688	3,747
Bushels	4,241,200	3,840,675

The final figures on the 1915 crop will show it to be greater than even the most optimistic authority predicted. The government grain year ends August 31 and there is still a large quantity of wheat coming forward every day.

COAL SHORTAGE SERIOUS

The head offices of the farmers' organizations in the three provinces announce that there will be a very serious coal shortage in the West this year according to the present outlook. A large number of miners have enlisted and other problems have contributed to reducing the output of coal and prices are going up. It will be wise for farmers to lay in their coal supply or at least part of it just as early as possible and now is an excellent time. If the shortage becomes serious the cities and towns will naturally get delivery quickest and the farmers will suffer. Now is the time to make up the orders for carloads of coal to meet the bracing winter breezes that will very shortly be sweeping over these prairies.

GERMAN SUBMARINE TRADE

The passage of the German commercial submarine "Deutschland" bringing 750 tons of valuable dye stuffs to New York was probably the greatest advertising stunt pulled off by the Germans during the present war. The return cargo consists of nickel, which is badly needed in the manufacturing of war munitions, and rubber which is also becoming scarce in Germany. It is announced that other submarines are to continue the commercial traffic and the Germans feel very much elated over their success in breaking the British blockade. According to the rules of international warfare the Germans or any other of the warring powers are entitled to purchase whatever they like from neutral nations, the only stipulation being that they must deliver their own goods. Germany is now attempting to make these deliveries by submarines. It will be interesting to see whether they will be successful in eluding the British Navy in their passage back home. Even if they are successful the amount of merchandise which can be transported by a fleet of submarine merchantmen is a very small consideration and will have no practical effect whatever from a military standpoint. The German submarine merchant ships like the German Zeppelins only go to prove the great mechanical genius of the German people,

but will contribute nothing towards military advantage. The Zeppelins have only succeeded in killing or wounding peaceable citizens in unfortified towns and villages and the submarines will only be able to exchange a small quantity of merchandise. No one doubts or ever has doubted the great commercial and industrial genius of the German people and but for the criminal ambitions of the Kaiser and his war lords this genius might have gone on contributing to the welfare of the civilized world. Surely the German people will soon wake up to the tremendous loss and waste into which their aristocratic war lords have forced them in their desire to rule the world.

WINTER RYE TO CONTROL WEEDS

Weeds are responsible for an enormous loss to farmers each year and the problem of their control has become increasingly difficult. Where all grain farming is followed exclusively, methods of cultivation have to be devised to stay to some extent the encroachment of weeds on the land. The only complete and satisfactory way to keep weeds down is to adopt some regular rotation that will include a grass or forage crop, using this as fodder for livestock. By this means a permanent and lucrative business in agriculture will be built up. There is, however, one cereal crop which is not given much attention on the majority of farms, but one which from experience in several localities can be used to good advantage to control weeds. This grain is winter rye, which owing to its early and rapid growth chokes out many weeds. It makes a rapid and vigorous growth in May and June, thus being well developed before the arrival of summer droughts. It ripens earlier than wheat and thus is little in danger of damage from early fall frosts. If sown early enough it affords fall pasturage, it gives the earliest green fodder in the spring and, if not grazed too closely, will produce a paying crop of grain. Owing to its early maturity, it being ready to cut between the second week in July and the first week in August, it is suitable for catching wild oats before they are ripe, but herein lies its chief disadvantage, since as volunteer grain in any other grain crop it shells before the other crop is harvested and is liable to persist so much as to be classed a weed. Winter rye does best sown in good summerfallow land, not later than the last week in August. Sown from one and a half bushels in Manitoba to one bushel per acre or less in the drier parts of the West from two and a half to three inches deep, so as to be well down into the moisture, it can be pastured lightly the same fall, again in the spring if desired and either cut green for hay or harvested as grain in the same way as wheat. Any farmer who has a dirty patch of land would do well to try seeding it to winter rye. As soon as this crop is taken off next August, cultivate the land well and sow a crop of barley. By the time this crop is harvested most land will be practically clean of weeds.

TAXATION GOING UP

The Current Weekly Bulletin of the Department of Trade and Commerce gives the following comparative customs figures for the last four years:

Year ending June 30	Dutiable goods entered	Duty collected on same	Duty per cent.
1913	443,735,901	115,641,977	26
1914	401,643,627	105,139,340	26
1915	272,387,490	78,711,880	28
1916	301,646,492	107,739,356	35

In four years it is readily seen that from an average tariff tax of 26 per cent. levied upon the dutiable goods imported the tax has now