

The Grain Growers' Guide

Winnipeg, Wednesday, December 6th, 1911

Merry Christmas

The Grain Growers' Guide extends to all its readers the heartiest of wishes for a Merry, Merry Christmas. Let us all join hands to hasten the day when "Thy will be done on earth as it is in heaven."

CELEBRATE THE ANNIVERSARY

A reader of The Guide suggests that it would be well for every man who went to Ottawa as a member of the great farmers' delegation on December 16, 1910, to recognize the anniversary of that historic meeting in the House of Commons in some appropriate manner. The suggestion is that every farmer who was a member of that delegation should write or telegraph to Premier Borden, so that he will receive the message on December 16 this year, and ask him what he intends to do toward lifting the tariff burden off the people of Western Canada. We believe this is an excellent suggestion, and it would be wise for not only the delegates themselves to send such a message to Mr. Borden, but for every man in the West to do likewise. It would be wise to let the government realize that the farmers of the West are standing behind the policy laid down in the House of Commons on December 16, 1910. Let us hope that Premier Borden will be inundated with letters and telegrams on December 16, asking him to assist in lifting the burden off the backs of the people of the Prairie Provinces.

THE NEED OF REAL PROGRESS

In this issue of The Guide we have tried to keep to the front the spirit of progress. Other journals, in publishing Progress numbers, lay emphasis upon the rapid growth of population, the great development of cities and towns, and the expansion of railways and commercial industries. We would not in any way belittle the importance of these features of our national life, but we feel that there are other points deserving of first mention. The great question of the true progress of the West, to our mind, is "Are the conditions surrounding the men, women and children on the land conducive to the building up of happy, prosperous and permanent homes?" If this can truthfully be answered in the affirmative then all is well, but if not, then there is danger ahead. If it is not well with the people who live on our farms and till the soil, then these conditions are bound to reflect in every phase of our national life. There will not be found in this country this year even a handful of responsible persons who will contend that conditions are as they should be. Business men everywhere are complaining that they cannot collect accounts owing them by farmers. But those same business men as a majority, by their action on September 21, must bear a goodly share of the responsibility for the hard times among the farmers. Above all other years broader markets would have been a blessing to our farmers this year. "What can't be cured must be endured," but it is well for the business men to consider their own responsibility in the matter. These men can see the farmers selling their barley at 40 cents at the local elevators when the same barley in Minneapolis is worth a dollar. Many farmers in Manitoba are shipping their barley to Minneapolis and making a margin of from eight to ten cents profit over local prices, even after paying thirty cents a bushel duty. Wheat is also being

sold across the line at a profit after paying twenty-five cents a bushel duty. The same applies to oats, on which the American duty is 15 cents per bushel. The railway companies fought reciprocity because they wanted to keep traffic going "east and west." Now, where are the Canadian railways of the West today? Hopelessly inadequate. They cannot begin to handle the traffic. Farmers are being held up for weeks to get cars, and thus are forced to sell at low prices and otherwise subjected to heavy loss. The elevator combine fought reciprocity to fill their own pockets, and they are doing it with a vengeance. Had reciprocity been carried, there still would have been all the traffic the Canadian railways could handle and more; farmers would have had better prices all round for their grain; there would have been a sample market established very shortly; the elevator combine would not have been able to rob the farmers, as it has been doing, this fall, and the business men would have been able to collect their accounts more easily. By the defeat of reciprocity, the farmers of the prairie are out of pocket this year from \$15,000,000 to \$20,000,000. Who has got this money or will get it? The railways, the elevator combine and the flour milling companies will get the lion's share. When it is considered that the farmers have lost, through bad weather, at least another \$30,000,000, the magnitude of their handicap this year can be approximated. It is appalling; but it is true.

The purchasing power of the farmers of the West is this year reduced by man-made handicaps by far more than the above figures show. This is due to the protective tariff and, further, by the ravages of the land speculator. Now, in the face of these cold hard facts, how will it ever be possible to build up the West to what it should be? Reciprocity is down. But the benefits which it would have brought can be secured otherwise. This is by breaking down the tariff walls that are taxing the farmers to the breaking point; by the regulation of the grain trade to prevent the extortion of the middle men; by compelling the railway companies to give fair and just freight rates, and by the elimination of the land speculator through the taxation of land values. All these are vital problems. They must be solved by the people themselves. If these burdens are not lightened by the present generation they will bear heavier still upon their children and their children's children. It is too serious a problem to be made a political football. No farmer can afford to play the game of politics when there is so much at stake. Let us send up from a united West such a demand for redress and a square deal that nothing will dare withstand it. This is the progress that is needed. This is the work to be done if the people of this great Western country are to enjoy the full blessings of freemen. Here we have a land comprising an empire in extent that will one day be the home of 30,000,000 people. Are these people to be mere pawns in the political and financial world? Or are they to assert themselves and to get the just return for their labors? It is not a trifling matter. It is not to be solved by the politicians, nor by the "captains of industry," but by the great mass of the plain, common people.

In the two recent appointments to the Senate the government has adhered to the time-honored custom of making the Upper Chamber a retreat for broken-down war horses. On the question of Senate reform both parties think alike.

AND THIS A CIVILIZED COUNTRY!

It is quite evident that the people of the West do not realize how heavy is the unjust toll which the railways are levying upon them every year. We do not believe in attacking the railway companies without cause, but we do believe that the Canadian railways have no right to discriminate against the people of the West. To prove that they are doing so, it is only necessary to compare the freight rates in the West with those on the same railways in the East and with the American railways to the South. No one ever accused the railway companies of the United States of philanthropy in connection with their business. The figures we quote were published by the Free Press, and the proof of their accuracy is that none of the railways have ever dared to challenge them. For instance, let us look at the difference in the freight on carloads of lumber charged by the C.P.R. on its Eastern and Western lines. Our readers will see that the mileages are approximately the same, the company is the same, but there is discrimination against the West.

The following are the C.P.R. charges per 100 pounds on carloads of lumber East and West:

From—	Miles	Rate
Chapleau, Ont., to Markstay, Ont.	197	9½c.
Kenora, Ont., to Rathwell, Man.		
(37 per cent. higher)	196	13c.
Algoma, Ont., to Baxter, Ont.	299	12c.
Kenora, Ont., to Shoal Lake, Man.		
(50 per cent. higher)	296	18c.
Algoma, Ont., to Schaw, Ont.	400	13c.
Kenora, Ont., to Oakshela, Sask.		
(69 per cent. higher)	399	22c.
Algoma, Ont., to North Glencoe, Ont.	500	15c.
Kenora, Ont., to Cupar, Sask.		
(80 per cent. higher)	493	27c.
Chapleau, Ont., to N. Thamesville, Ont.	597	16½c.
Kenora, Ont., to Aitkow, Sask.		
(94 per cent. higher)	593	32c.
Chapleau, Ont., to Ste. Anne's, Que.	592	15c.
Kenora, Ont., to Sutherland, Sask.		
(87 per cent. higher)	600	28c.
Chapleau, Ont., to Magog, Que.	700	17c.
Kenora, Ont., to St. Alphege, Sask.		
(76 per cent. higher)	700	30c.
Chapleau, Ont., to Megantic, Que.	788	19c.
Port Arthur, Ont., to Pense, Sask.		
(63 per cent. higher)	797	31c.

As an example of how the above rates work out, let us take two identical 40,000 lbs. carloads of lumber, the first shipped from Chapleau to Ste. Anne's, Que., the other from Kenora to Sutherland, Sask. The freight bill on the first is \$60.00; the freight bill on the other is \$112.00.

Most of us have thought that the action of the lumber combine had put the price of lumber high enough but when the railways add another tribute like this it is easy to see where the consumer gets the heavy end of the load.

Now let us look at the rates in Manitoba as compared with North Dakota. There are a great many more special commodity rates in the adjoining States than there are in this country; the minimum weights for carload shipments are in many cases lower, and there are mixed-car and stop-in-transit privileges allowed by the railways in the adjoining States which are not allowed by the railways in this country. The difference thus made in freight rates may be illustrated by comparing the freight bills on mixed carload shipments of agricultural implements, gasoline engines and binder twine from Brandon, and from Fargo, for corresponding



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