

There was no reason whatever for thus attacking the farmers' company, except that the elevator interests feared their competition. Had the Grain Growers not been well organized at that time, the history of their company would have been different. Today the elevator combine knows better than to attack the farmers' company openly. They do not love the Grain Growers' Grain company more than of old, but their attacks are now made under cover. But there are other companies in the grain business in Winnipeg that the elevator combine is trying to strangle. This is being done through the operation of the "\$50 a month" clause of the commission rule. This is a provision designed to send as much grain as possible through the hands of the elevator interests, where they can levy their toll upon the farmers. But it prohibits other firms from keeping track buyers at country points, and thus eliminates competition. Recently the elevator interests succeeded in expelling from the Exchange one of the firms that was operating extensively in the West. This was obviously an attempt to discipline the offending firm and to show the power of the elevator interests. But the end is not yet. The Exchange is now operating as a "voluntary association," and as such is not subject to the legislation enacted three years ago by the Manitoba legislature. It is to be hoped that the legislature will enact a law at the coming session that will reach the Grain Exchange and prevent the restrictions now being imposed upon its members who fall into the bad graces of the elevator interests. If this is to be a free country, and the farmers are to get the full value for their grain, the elevator combine must be regulated.

MR. RUSSELL LOVES THE TARIFF

The annual meeting of the Russell Motor Car Company, Limited, was held at Toronto on October 27, and though no account of what took place at that meeting has been made public, the annual report of the board of directors to the shareholders has been published as an advertisement in some of the financial journals and contains information of much interest to the public generally. The Russell Motor Car company is protected from competition by a duty of 35 per cent. under the general tariff, so the public has a right to know how its business is progressing and whether or not it needs this protection, which constitutes a heavy tax on the users of automobiles and bicycles in this country. The affairs of this particular company are especially interesting, however, owing to the fact that its general manager is Mr. T. A. Russell, the chairman of the tariff committee of the Canadian Manufacturers' association, and the leading apologist of protection from the manufacturers' point of view. Prior to April last, the company was known as the Canadian Cycle and Motor Co. Ltd., and had a capital of \$800,000, consisting entirely of common stock. In April, however, the name was changed to the Russell Motor Car Co., and an issue of \$800,000 of seven per cent. cumulative convertible preference stock was offered for public subscription and all taken up. The balance sheet presented to the meeting on October 27 last, covering the year ending July 31, shows that the net profit for the year, after providing for depreciation, bad and doubtful debts, bank interest and other contingencies, amounted to \$177,529.06. From this, one quarter's dividend at seven per cent. was paid on the new preference stock, on which \$678,820 had been paid up, this taking \$11,381.64. This left \$166,147.42 of last year's profits available for distribution to the holders of common stock, which is sufficient to pay a dividend of 20 per cent. There is also in the hands of the company a sum of \$179,387.15 balance of profit carried forward from the

previous year. Instead of distributing the whole of the profits in dividends, however, the directors declared a dividend of 7 per cent. for the quarter ending July 31, which consumed \$14,000.00, paid the underwriting and other expenses of the preferred stock issue, amounting to \$67,466.00, and carried forward \$264,068.57. As to the disposal the company made of its profits, we have nothing to say. The point we are drawing attention to is the fact that this company, which is protected by the tariff law of Canada with a duty of 35 per cent. was earning upwards of 20 per cent. upon its capital, while its general manager was appearing before the government as the chief spokesman of a delegation from the Canadian Manufacturers' association and contending that tariff protection was necessary to the upbuilding of Canada and that any reduction of duties would spell ruin to them and their employees. A reduction of the tariff would make automobiles cheaper and would undoubtedly reduce the profits of the Russell Motor Car company, but we fail to see that the prosperity of Canada depends upon the price of motor cars being kept high enough for that company to earn 20 per cent. on its capital each year. We believe that the Russell Motor Car company, with Mr. T. A. Russell as general manager, and Mr. J. N. Shenstone, a director of the Massey-Harris Co. and leader of the Laymen's Missionary Movement, as president, can manufacture automobiles as well and as cheaply as their competitors in the United States. The directors' report above referred to states that the automobile machine shops have been kept running with day and night shifts during practically the whole year, and that the company is manufacturing a type of engine which is the most perfect known in the automobile art, and for which they have sole rights in Canada. United States firms manufacturing the same type of engine having contracted not to ship cars so equipped into this country. Proof that the company is able to compete with its United States rivals, however, is furnished by the same report, which refers to its Australian business, which the directors hope to see extended during the coming year. In Australia the Russell Motor Car company competes on equal terms with manufacturers in the United States, Great Britain and all other countries, and if the tariff were swept away they would do so in Canada. But the tariff enables them to earn 20 per cent., so, of course, they believe in a tariff.

WILL AITKEN BE INVESTIGATED?

The following news item appeared in the Montreal Daily Star, one of the leading government organs, on November 20:

CANADIAN CENTURY SOLD Weekly Illustrated Paper to be Removed to Toronto

The Canadian Century, the weekly illustrated magazine started in Montreal about eighteen months ago, is to be removed to Toronto. Mr. W. N. Greenwood, of the Toronto World, having acquired a controlling interest in the publication.

The Century company was organized by Sir Max Aitken, who supplied most of the capital, and gave the publication a great deal of personal attention. After his removal to England and his election to the British House of Commons, Sir Max Aitken was obliged to forego his personal interest in the paper, although it is understood that under the new ownership he will still retain a large financial interest in it.

Mr. Watson Griffin has been the chief editor for a year past, but no announcement is made in regard to his future.

The removal to Toronto will take place, it is understood, so soon as quarters are engaged for it there.

This is proof of the statement made by The Guide some time ago that Max Aitken owned the Canadian Century. Our readers will remember that the Canadian Century did yeoman duty in defeating reciprocity and putting the present government into power. Sir Max was the leading light in the cement merger which Sir Sandford Fleming is now

urging the government to investigate. The point to speculate upon is whether the government is likely to expose any person who helped them so much as Aitken? Let us see!

If agricultural implements were on the free list, as they should be, the farmers of the West today would make better headway in developing the country. The tariff tax on implements is a tribute which the farmers pay to the manufacturers. It keeps back the progress of the country and helps to keep the farmers poor. The only benefit derived from this tax is by the implement barons. They are waxing fat at the expense of the farmers. They could not levy this tax unless with the consent of the government. Just as long as the influence of the few implement barons is greater than the influence of hundreds of thousands of farmers upon whom they levy their toll, just so long the farmers must pay up. The government retains this tax for the benefit of the implement barons without a shadow of excuse. Both political parties have allowed this unfair privilege to continue. With a treasury overflowing from unjust taxes, the taxing still continues. Direct Taxation would be a boon of inestimable value to every farmer in Canada. All his tax would then go into the public treasury and none into the pockets of Special Privilege.

That so-called farm journal of many aliases published monthly in Winnipeg and now most generally known as "Country Life in Canada," devotes its leading editorial page of the last issue to a violent attack upon The Guide. The trouble seems to be that The Guide has been showing up the iniquity of the protective tariff. We sympathize with "Country Life." If The Guide had been nursed by an official of the Canadian Manufacturers' association and fattened on political pap, then The Guide would, of course, echo its master's voice. But fortunately The Guide is free to protect the men and women and children who are its patrons. It is always well to know what is behind a journal. Its utterances are so much more easily understood.

According to a proclamation issued by the government at Ottawa the duty of 53 cents per ton on soft coal, which was suspended on July 21, will be re-imposed on December 6. This will be a good thing for the Western mine owners, but it will mean that the price of soft coal will go up 50 cents on the ton. There should be no duty whatever on coal as Canadian mines are in a position to compete with any. But even if a duty were advisable, the conditions which called for its suspension have not disappeared. The Canadian mines cannot yet begin to supply the Western demand. But on goes the duty and up goes the price. The people pay and the mine owners benefit.

The appointment of R. E. Leonard, of St. Catharines, to the chairmanship of the National Transcontinental railway commission meets with approval from all quarters. It is not the promotion of a party politician which is usual in such cases. If Engineer Leonard has any politics he has not made any noise about it.

The fact that the farmers are up against hard times in many parts of the West this year is all the more reason why they should unite in demanding lower tariff, lower freight rates and lower express rates. If the farmers were harder up than they are they would take hold of this matter more seriously.

Every farmer should be familiar with the Manitoba Grain Act. It will save him many dollars. Copies can be secured free from the Warehouse Commissioner, Winnipeg.