

The Standard



Published by The Standard Limited, 35 Prince William Street, St. John, Canada.

TELEPHONE CALLS:
Business Office Main 1722
Editorial and News Main 1746

SUBSCRIPTION.
Morning Edition, By Carrier, per year, \$1.00
Morning Edition, By Mail, per year, 3.00
Weekly Edition, By Mail, per year, 1.00
Weekly Edition to United States 1.50
Single Copies Two Cents.

Chicago Representative:
Henry DeCherue, 701-702 Schiller Building,
New York Office:
L. Kiehn, Manager, 1 West 34th Street.

SAINT JOHN, SATURDAY MORNING, DEC. 17, 1910.

THE GRAIN GROWERS' DEPUTATION.

The large delegation representing the Grain Growers of the West which presented its views to the Government and Opposition members yesterday at Ottawa, was a noteworthy one in many ways. There have been organizations of farmers from time to time which have played a more or less important part in the political life of the country, and then dissolved gradually into their primal elements. The Grangers and the Patrons of Industry will be easily recalled. Though they failed to maintain their organizations in force for any length of period, they put forth inclusive and vigorous programmes and made things lively for political candidates in the hey-day of their strength. Nor were they without effect in protest against admitted inequalities and in influencing salutary legislation for their removal.

The Grain Growers' Association has been gradually sinking its roots in Western soil, and within a few years has had a vigorous and rapid growth. Today it has a large membership, a firm organization, considerable funds, and an up-to-date and able organ, the Grain Growers Guide, whose circulation reaches many thousands. It has also scored local successes of much importance in the Western provinces, and is today a power to be reckoned with between the Great Lakes and the Rockies. This is its first dash eastward, and into the arena of Dominion politics. Its demands are not hesitating, its arguments in support are direct, tersely expressed, and insistent for speedy recognition in deeds. Being emboldened in the fragrant unguents of soft words and soothing promises is not to its taste. It asks much, whether its faith that it shall receive is equal to the volume of its requests, is another question.

In the West there are grain growers, grain buyers, and grain carriers, and enmeshed in the subtle methods and clashing interests, and perhaps also, the underlying desire for gain, pushed by each to extremity, lies the genesis of the present movement. The individual producer of grain saw himself badgered in price by the buyer, whose sole thought was to screw the seller down to the lowest possible figure. It was "take it or leave it," and at first it ended in the offered price being accepted in lieu of the alternative of not selling at all. But it was accepted with sundry deep if not loud protestations. The grain carrier lorded it over both seller and buyer. The railway was the sole conveyor of the golden harvest to the far away shipping ports, and distances were long and rates were high. In earlier years railways were few and elevator facilities were limited, and these added disadvantages all bulked on the producer and depressed his returns. Gradually the competition of buyers, the multiple action of carriers, the betterment of elevator facilities, and the rapid increase of freights brought about an amelioration of the primal conditions, but it came slowly, and the old sense of unfairness persisted. Gradually, too, the farmers became more numerous, more independent, and more inclined to stand by each other, and press for all that was due them, and may be even more, in order to make up for past inequalities in the division of profits.

The Grain Growers' Association embodies the aggregation and co-operation of the producers, asking and determined to get a square deal from the other partners in the great grain business. And they have a right to a square deal. So long as they stand for that, the sense of justice and fair play in Canada will support them. It is only when their demand for a square deal denies equal right to all other classes of the community that real trouble will be met. The demands formulated by the Grain Growers touch mainly the problems of grain purchase and transport. They ask that the Hudson Bay Railway shall be built by the Government, and either operated by it or made a common route for the corporation railways at a rental, of course. They are averse to its becoming the property of any one railway system. In this they will have the sympathy of the great body of Canadians. It is not likely that more than one trunk line will be needed to outfit the traffic via Hudson's Bay, and in order to provide the cheapest carriage and prevent monopoly, it is necessary to have perfect government control. This can not well be done except through the government ownership of the road.

They demand that terminal and transfer elevators shall be owned by the Government and operated by commission. This demand arises from the conviction of the Grain Growers that companies do not give a fair deal in the graded grain, and that, therefore, they suffer in price. If their allegation is true they have a right to a quick and complete remedy. Whether this can best be done by Government ownership or a system of control is to be considered carefully. The tendency is to urge Government unduly to take up the work of individuals and aggregations of individuals. Every new proposal should be most thoroughly weighed, and no business should be undertaken by the State, outside of the great public utilities, without the most complete consideration. In this matter the Grain Growers are entitled to a remedy, but it is not at all clear that Government ownership of terminal elevators is the proper remedy.

They demand also the consideration by the Government of the chilled meat industry in the West. This arises from the difficulties they find in marketing their cattle. They say they are at the mercy of the buyers, and have to accept prices that are unremunerative.

What they are after is a complete service, inaugurated and maintained by the Government and which will ensure the best prices for their product. Stations erected at convenient places, at which cattle can be purchased and converted into chilled meat, and the whole conducted by the Government will, they believe, solve the problem. Here again it is possible that such a service would effect the object aimed at, but is the Government to undertake this immense industry at its costs and charges, or is it best to leave it to private and co-operative effort, with, if you please, a rigid control and supervision, such as will ensure a fair deal? The Grain Growers ask for amendments to the railway act to ensure fair payment for stock killed on railway tracks, and for the enactment of co-operative laws to provide for groups of farmers and others to form trading societies. These requests are reasonable; the latter, however, should be guarded so as to prevent irresponsible and poorly based companies from exploitations which, in the end, might cause much loss and suffering.

But over and above all this the Grain Growers ask for the abolition of duties on the implements of their trade and the lowering of the tariff on articles of necessity used largely by the farmers. Here a different ground is broken and the interests of other classes of the country are touched. They pay now a duty of 17½ per cent. on agricultural implements—the lowest rate put on any great staple commodities. If the tools of the farmers are to be made free, what of those used by the artisans, the miners, the lumbermen, and the other industries? If we must raise our revenue by customs impost, can it be contended that 17½ per cent. is an unreasonable rate? If the plea of the farmers as to their implements is admitted, on what principle can like treatment be withheld from others, and if all are admitted, what of the revenue? In 1878 Canada pronounced in favor of a protective system, and has since maintained it. The degree of protection is one of the lowest of all protective countries, and all countries are now protective except Great Britain and Turkey. The United States tariff averages 42 per cent. on its dutiable imports, whilst the Canadian averages about 28 per cent. Under this system of protection Canada has made immense strides, and built up her industries, her great systems of transport and her seaports. What would happen if this policy was suddenly reversed, and our markets and resources thrown open to the protected nations of the world?

All these questions, and they are profoundly important, are raised by this contention of the Grain Growers. It is quite proper for the Grain Growers or any other body to raise these questions, but they must not complain if the counter case is raised also. And in the end the matter must be decided in the interests of the whole country, with a square deal for all and injustice to none. But it is not inconsistent with the square deal to insist that all classes must unite in a spirit of fairness and public service, to bear equally the burdens of development and nation building in which we are now engaged.

WHY "XMAS"?

The modern habit of writing the word "Christmas" with an X is something which "good form" alone should forbid. The Greek letter for chi, found in the word for Christ, has the form of our X and from this the abbreviation of the word has followed. A writer in the Capital News of Boise, Idaho, reminds us that X stands for the unknown quantity in mathematical problems. Do those who use it, then, he asks, intimate thus their ignorance of the Christ? Certainly it would not seem as if any who have a deep sense of the sacredness of this word, "Christmas," would write it in a hasty abbreviation. Further, X is the sign used by illiterate people to show that they cannot write their own names. Is this Xmas, then, a sign that the present generation has not yet learned to write or read its title clear?

X is furthermore a voiceless letter; that is, it has to borrow the sound of other letters to make itself heard. It is the ostracized letter of the alphabet and always discarded when its use is not indispensable. If X is regarded as a sign of the cross, that great symbol of Christian history, it is incorrect in form. In any case, to connect the thought of the cross with the Christmas blessedness is no longer the need for those who have witnessed the resurrection. Let this symbol of ignorance, indifference and suffering, then, no longer appear as a disguise of the beautiful word "Christmas."

The writer in the News concludes:—Let this meaningless, ugly sign "X" be banished forever. Let the reporter scorn to use it. Let the city editor frown upon it and stab it with his blue pencil. Let the advertisement writer cease to make it a blot and blur upon his otherwise beautiful lettering. Let the teacher, with his fine sense of the eternal fitness of things condemn it. Let the student be taught never to use it. Let the people in their private correspondence disdain to disfigure their letters with its presence. Let every one demand the removal of this barnacle from the English language. And whenever we have occasion in writing or printing to refer to the initial event of the centuries, let us use that sweet, sacred and beautiful word, "Christmas."

Current Comment

(Cleveland Plain Dealer.)

Grandmother's pumpkin pies, with crisp crust, and without too much of that ineffable ginger in the mushy part, were good. But no city pumpkin pies are good. They are so full of ginger that they offend the educated palate. They have lumps in them, too, usually. They are not baked so that a fine dry skin forms over the soft part of the pie like an extemporaneous or accidental upper crust, holding in all the lusciousness. There are no good pumpkin pies in the restaurants or in the hotels. Our "hired girl" does not make good pumpkin pies. Our friend's wife, who is very proud of her culinary skill, does not make good pumpkin pies. There are no good pumpkin pies in all this teeming city.

(Montreal Gazette.)

It is now charged that in the once good Toronto the golf links are crowded with players on Sundays and that the toboggan slides are demoralizing the community. Toronto entered on the downward path by buying ice cream on Sundays. Then it voted for Sunday street cars. Next it stoned the Monday street cars. From that to Sunday golf games was an easy step. Then came the toboggan slide to illustrate how rapid is the rush down the moral grade.

(Chatham Commercial, Lib.)

Up to the time of going to press, no tidings have reached us of the collapse of the Hazen administration. From the blazing headlines over the reports in the various opposition journals, of the recent smoker given by the Young Liberals of St. John, one is led to infer that such collapse is hourly expected.

(Ottawa Citizen.)

The strike of the professional hockey players is over, thanks to the good offices of Hon. Mackenzie King, who refrained from interfering.



HAPPENINGS OF THE DAY

Continued from page 3.

came as a great shock to his many friends and members of the legal fraternity. The lecture by Prof. Macnaughton on Wednesday evening before the Canadian Club, was a highly enjoyable one.

NEWCASTLE

Newcastle, Dec. 15.—Ald. and Mrs. J. Gregory Layton have gone to New York where they will spend some five or six weeks. Mr. and Mrs. Howard Jones of Montreal who visited the former's sister, Mrs. Brownlow Maltby, last week, are now spending a few days with Fred Jones of Nelson. Mrs. Ellen McKenzie and family of Rome, New York, are visiting the former's brother, Thomas Jeffrey, sr. Mr. and Mrs. Hedley V. Atkinson and little daughter, Dorothy, are visiting relatives in Moncton. Daniel Alton, lumberman of Redbank, spent Sunday with his mother, Mrs. James Alton.

HAMPTON

Hampton, Dec. 16.—On Tuesday evening at their home on Everall street, Hampton Station, Mr. and Mrs. Angeline entertained the following ladies and gentlemen to a social evening at bridge whist:—Mr. and Mrs. J. M. Scovill and Miss Mabel Scovill; Mr. and Mrs. R. A. March and J. Edgar March of St. John; Mr. and Mrs. R. H. Smith; Mr. and Mrs. Allan W. Hicks; Dr. and Mrs. W. S. Morrison; Mrs. C. Henry Smith; Mrs. N. E. Humphrey; Mrs. William Langley; Mrs. E. Hooper; The Misses Hazel Baird and Marjorie Barnes; Messrs. J. B. DeLong; G. M. Wilson; A. N. McNeill; Wm. Barnes, and Otty Barnes. There was an agreeable social entertainment for those who did not play, and very tasty refreshments were served. The players who made the highest points were Mrs. J. M. Scovill and G. M. Wilson, to whom prizes were awarded, while consolation souvenirs were presented to Miss H. Baird and T. Wm. Barnes.

The Rev. H. Barker, Presbyterian, of Fredericton, made a visit to his brother at St. Martins early this week, and returned in time to attend a church meeting on Saturday. Next week he leaves for Saskatchewanan, where he has accepted a call.

The Church of England people in this parish are about to suffer a great loss in the removal of their rector, Rev. H. F. Whalley, who, with Mrs. Whalley and their two daughters, the Misses Ursula and Hilda, will leave early in the New Year for England, where Mr. Whalley has accepted a call in the parish of Gaywood, in the county of Norfolk, where his father was rector for about forty years. Mr. Whalley had been feeling the need of a rest or change for some time, for the parish is very large, the parishioners numerous, scattered through six districts in each of which regular services had to be maintained, and among whom constant visitation is necessary.

Among the visitors to Hampton during the past week, the following have been noted:—W. R. Williams, Moncton; Mr. N. Connolly and Mrs. Chas. Kelly, Great Salmon River; D. R. Smith, Captain Fred and Mrs. Gough, and Mrs. G. S. Bentley, St. Martins; Mrs. J. M. Burnett, Sussex; James J. A. Kelly, C. S. March, D. McLeod, H. McCuskey, R. W. Tilton, T. E. Simpson, M. Spear and Geo. Seccord, all of St. John.

Lord Northcliffe On Seasickness

Gentlemen:—Your letter of the 14th of September reached me on my return to England from a journey to Newfoundland and back, during which I have seen and heard abundant evidence of the fact that Mother'sill's Seasick Remedy appears to be, in nineteen cases out of twenty, an absolute cure for mal-de-mer, and also for what Americans call "Car-Sickness." I have used it on many occasions, with excellent effect and no after-effect. You are quite at liberty to make use of this letter, as I think it a duty to express my opinion on the subject. Yours truly, NORTHCLIFFE, Sutton Place, by Guildford Surrey, England.

Mother'sill's Remedy Quickly Cures Sea or Train Sickness. Guaranteed safe and harmless. 50c. and \$1.00 a box at all Drug Stores and Drug Departments. If your druggist does not have it in stock he can get it for you from any Wholesale Druggist in Canada. Mothersill Remedy Co., Ltd., Detroit, Mich., U. S. A.

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SASKATCHEWAN LOAN.

Regina, Dec. 16.—A Saskatchewan loan of \$1,000,000 will be issued in London shortly, bearing interest at 4 per cent. per annum.

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Gifts of Jewelry are of intrinsic value, they are lasting and carry with them an expression of sentiment.

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