

of \$300,000,000 or \$400,000,000. The chief commissioner has admitted having taken into consideration the needs of the C. N. R. when granting increases, and it had been established that the C. N. R. had had to expend about \$1.20 for every dollar earned. The decision of the Railway Board had been appealed by Mr. Scott on behalf of the Saskatchewan Government. The efforts of the Dairy Council to have milk exempted from any increase were successful. Two million cans of milk are carried yearly by the railways, yielding a revenue of \$600,000 annually. By preventing an increase on this commodity, the dairy industry had been saved \$240,000 yearly. In the appeal to the Governor-in-Council, on behalf of the Saskatchewan Government, Mr. Scott argued that it was unfair to consider the need of the Canadian National Railways when considering an increase in freight rate for the Canadian Pacific. As a result of this appeal the Governor-in-Council has referred the matter back to the Board of Railway Commissioners with instructions not to consider the Canadian National Railway in any readjustment that they may see fit to make. In Mr. Scott's opinion, the matter for the Eastern Canada Live Stock Union to consider was what reduction should be made in the tariffs of the C. P. R. He expected that further sittings would be announced in the course of a few weeks, at which anyone could be heard, and he advised the appointment of a strong committee of the stockmen to put up as strong a case as possible. His own opinion was that with every effort being made to return to pre-war conditions it is absolutely wrong to allow any increase at all in freight rates at present. The C. P. R. have ample reserves and do not need an increase. They are experiencing a large increase in business, which of itself will bring about a much increased revenue. The moving of the large Western wheat crop alone will bring about an increase in freight revenue amounting to twenty per cent. In addition, industry and population are now developing so rapidly that the railways can now secure a profitable return haul, whereas some years ago they were forced to return empty from some parts of the country.

The chief reason for a request for an increase was the demand of labor for more money, and Mr. Scott briefly told the stockmen how this demand had come about. The laborer is worthy of his hire, but the present condition has not been brought about in the interests of Canada. When the United States took over the railways, on entering the war, the McAdoo award shortly followed. This award was extravagant and allowed the laborer very substantial increase. The Dominion Government then passed an Order-in-Council saying that the Canadian railways should adopt this award of the United States Government. In 1919, when the railways were handed back to private ownership in the United States, President Wilson appointed the Railway Labor Board, which met in Chicago and in July of this year issued an award increasing the price of labor again. This award meant hundreds of millions of dollars in the United States. Our railways quietly adopted it, and imposed thereby an extra burden of forty or fifty million dollars upon the Canadian people.

#### CANADIAN NATIONAL RAILWAYS SHOULD BE RE-VALUED.

R. W. E. Burnaby, President of the United Farmers of Ontario, believed that the mind of the Railway Commission was made up before they began to take any evidence. The United Farmers had been represented before the Commission, and he believed the stockmen must be represented when the appeal is heard. A week previous the Canadian Council of Agriculture had passed a resolution asking for an early hearing of the appeal against freight increases, and that in the meantime the increase be suspended. Mr. Burnaby was strongly of the opinion that if farmers and other classes of people in the Dominion must weather the storm of gradually reducing prices and a falling market for their products, the railways also must be prepared to share the burden of changing conditions. He referred to miles and miles of Canadian Government railways which have been and are now being torn up on the prairies, and railway stations being torn down, because of expensive duplications which have been made and are now impracticable when several of these systems have been acquired by the Government. The value of these torn-up railways, however, is still charged against the Canadian Government railways, and the people have been asked to pay a large increase in freight rates in order to meet the overhead on assets that do not actually exist. These torn-up railways should be written off as a loss, and the Canadian National Railway System be revalued and put on a business basis.

J. J. Morrison, Secretary of the U. F. O., believed that action is sadly needed. If the country has made a mistake in its railway policy, why unload the cost on the agricultural industry, which is the great freight payer? The railway agreement is based on a cost plus basis. Do we as farmers get both cost of production and profit? Mr. Morrison argued that the railways should share the bitter as they have shared the sweet.

#### RATES PROHIBITIVE FOR THE MARITIME PROVINCES.

The President of the Maritime Stock Breeders' Association was very strongly of the opinion that the Maritime Provinces, so far as live stock is concerned, are being practically side-tracked by excessively high freight rates. No appreciable quantity of agricultural products can be produced because it is so difficult to find a profitable market. The Maritime Provinces have neither stock yards nor abattoirs, and he was in favor of telling Mr. D. B. Hanna that no one man could take the people of this country by the throat and

get away with it. Fred Fuller, Truro, N. S., Secretary of the Maritime Live Stock Breeders' Association, said that during the four years of the war dressed pork in the Maritime Provinces has sold for practically the same prices as live hogs in Toronto. The increase in freight rates had been most onerous upon the live stock industry, and were now such as to be almost prohibitive to any further development of live stock in the Maritime Provinces. Twenty-two out of twenty-eight co-operative associations in the Maritime Provinces had already signed strong protestations against the forty per cent. increase in freight rates, and Mr. Fuller gave one or two illustrations to show the effect of high freight rates upon Maritime stock breeding.

Not long ago a carload of ninety-two lambs was shipped co-operatively from Antigonish to Montreal. Under the old rate, these lambs would have been shipped for \$74.10; the new rate was \$102.85. It cost \$2.31 per 100 pounds for freight, feed, care, etc., to ship these lambs from Antigonish to Montreal, in addition to a shrinkage of 9.26 pounds per lamb. The average weight of the lambs weighed out in Montreal was 80 pounds, and they sold for 12½ cents per pound. In other words, it cost \$1.84 in addition to a shrinkage loss of 9.26 pounds to freight, feed, and care for a lamb on the way to the Montreal market, when the market price of the lamb was \$10.20. Putting it another way, it cost the owners of these lambs 18.1 per cent. of the market price, in addition to the shrinkage, to deliver them to market. A load of thirty dairy steers, weighing 22,305 pounds, was also shipped from Antigonish to Montreal. Whereas the old rate was \$90.33, the new rate was \$127.91, or an increase of \$37.58. Shrinkage amounted to 43 pounds per head, and it cost \$1.03 per 100 pounds for transportation, feed and care. Ten head were sold for 7 cents per pound; 11 head for 6½ cents per pound; and 9 head for 5½ cents per pound. The average weight of the steers was 743½ pounds, and, taking the average selling price at 6½ cents per pound, there is a total selling price per steer of \$47.53. Thus it cost \$7.65 per steer, or 16.6 per cent. of the market price, in addition to the shrinkage of 43 pounds per steer, to deliver a carload of steers from Antigonish to Montreal, the nearest Maritime stock market.

#### A BODY BLOW TO THE LIVE STOCK INDUSTRY.

Various other speakers, including R. R. Ness, Howick, Que.; Colonel Robert McEwen, Byron; S. E. Todd, Toronto; Professor G. E. Day, Guelph; R. W. Wade, Toronto; J. W. Wheaton, Toronto; John McKee, Norwich; J. H. Saunders, London, and the President of the Maritime Swine Breeders' Association, concurred heartily in the opinion that some definite action is now necessary. Colonel McEwen believed the committee should look into the question of the excessive weight allowed for single animals. At present these weights are: Under six months, 500 lbs.; six to twelve months, 1,000 lbs.; one to two years, 3,000 lbs.; over two years, 4,000 lbs. Professor G. E. Day thought the Railway Commission had apparently studied how they could give the live stock industry a body blow, as it seemed to him that the producers of live stock were paying the increase twice, once through actual freight rates and again because of decreased prices for which the increased freight rates were made the excuse.

George Pepper, Toronto, thought that there was much stronger ground for an appeal now than when the rates were first imposed. This is a fight worth \$200,000,000 yearly to the country, and he admired the stand taken by Premier Meighen, who had the courage to refer the matter back to the Railway Commission with instructions not to consider the Canadian National Railway Systems when dealing with freight increases for the C. P. R. Mr. Pepper believed that this was an indication of the fair intentions of the Government which had taken over these railways from unsuccessful private management. The speaker also detailed the history of the increase in freight rates which had taken place in 1918, and recalled the fight which had been made in 1917 to avoid increases asked for by the railway. At that time the stockmen had been entirely successful in presenting their case before the Railway Commission, and increased rates were only granted because the Government finally stepped in and granted an increase over the head of the Commission; stipulating, however, that some millions of money which would thereby go to the C. P. R. should be turned over to the Government. This increase of fifteen per cent. took place in March, and was granted under the War Measures Act for the duration of the war and for one year after. Mr. Pepper was strongly of the opinion that the only fair way to deal with the matter of freight increase was to go back to the pre-war basis and start fresh from there. He believed that labor and its exorbitant demands is responsible for a great deal of the discontent and dissatisfaction throughout the country. The prices of commodities are falling steadily and the price of labor must come down before cheaper production can be secured. It is not in the interests of the country that labor on such a large public service institution as the railways should be granted everything they ask, especially as they are now receiving an extremely high scale of wages.

#### A STRONG COMMITTEE.

As a result of the discussion, the following resolution was passed: "Resolved that this meeting, representing as it does all branches of the live stock industry, and all products of live stock in Eastern Canada, finds: that the present excessively high freight rates and unreasonable conditions governing the railway transportation of live stock and its products are proving an absolute impediment to the continued maintenance of the industry; that the live stock industry is at present hampered by the declining prices of live

stock and the difficulty of getting competent help; that this meeting has learned with pleasure that the Governor-General-in-Council has referred back to the Railway Commission for further consideration the question of the 40 per cent. increase in freight rates; that a strong effort be made by application to the Railway Commission and to the Government if necessary, to secure substantial reduction in freight rates on live stock and its products; and that the following gentlemen be a permanent committee to carry out the provisions of this resolution, and for this purpose they are authorized to make suitable arrangements to finance the undertaking: W. A. Dryden, Brooklin; Wm. Smith, Columbus; J. J. Morrison, Toronto; C. W. Gurney, Paris; John McKee, Norwich; J. D. Brien, Ridgetown; John Boag, Queensville; John Gardhouse, Weston; S. E. Todd, Toronto; Professor H. Barton, Macdonald College, Quebec; M. Cumming, Truro, N. S.; D'Arcy Scott, Ottawa. This resolution was carried on a motion moved by D'Arcy Scott, seconded by Fred Fuller.

#### EXPRESS RATES TOO.

The question of express rates will in all probability come up before the Railway Commission before the matter of freight rates. The express companies, after having secured certain increases in September, 1919, are now asking for a general increase of 40 per cent. No parties have yet been heard in opposition, but on motion by J. H. Saunders, seconded by R. R. Ness, the Committee was authorized to present the case in opposition to increased express rates, and also to take necessary measures to finance the undertaking.

After the close of the general meeting, those present on the special committee met and appointed D'Arcy Scott temporary chairman, and S. E. Todd temporary secretary. The Committee will hold its first meeting in Toronto on Thursday, November 4.

## THE FARM.

### The Farmer His Own Middleman.

During the past few years the co-operative movement has been greatly accelerated by the farmers' organization, and to-day instead of paying the middleman for handling stock and purchasing millfeeds, grain, salt and other commodities, the farmer, in many instances, is purchasing them through his own organization, and thus adding to his own income. That the farmer can buy feeds cheaper and sell his live stock and grain to advantage through the club, has been definitely proven. An idea of what is being done throughout the country may be gathered from the operation of the Ailsa Craig and Clandeboye Farmers' Co-operative. The Ailsa Craig Association has two hundred and eighty stockholders, to whom a dividend is paid, and then profits are divided among the members according to the business done. The stock company was formed to enable the members to purchase an elevator. This has proven to be a splendid investment. It has a capacity of about 8,000 bushels, and from August 1 to the middle of October approximately 45,000 bushels of wheat had been handled. The grain, on being received from the farmer, is put through a cleaner which has a capacity of 500 bushels per hour. The farmer is paid for his wheat on a cleaned basis, and takes the screenings, chaff, etc., home with him. This has meant that a premium has been paid for the wheat, the price being so much better than at near-by towns that trade has been drawn from a wide area surrounding Ailsa Craig. Some days as high as 2,000 bushels of wheat were received at the elevator. Flour, sugar, oatmeal, fencing, posts, salt, etc., are handled for the members. There is a chopper in connection with the elevator, which is a great convenience to the members, although it is claimed that it is not a particularly paying proposition.

Live stock is also handled and shipped according to market conditions. As a rule, there is a carload or two to go out every week of either hogs, sheep or butcher cattle. The heavy export cattle, for which the district is noted, are handled by the Co-operative. A. D. McLean, the President, looks after the shipping of the stock, and it is their custom to pay cash for hogs, which are sometimes sold through private firms, and sometimes through the Co-operative in Toronto. Those shipping cattle wait until the returns come back before being paid.

There is a flourishing organization at Clandeboye which owns an elevator and does an extensive business for its members, in the way of handling grain and purchasing millfeeds, coal, oil, shingles, fencing and fence posts, sugar, etc. This season they have handled approximately 23,000 bushels of wheat, and \$2.50 per bushel was paid to the farmers for practically all of it. This is considerably better than the price many secured in other localities. So good has the business been during the past year that the shareholders receive seven per cent. dividends, and there is a substantial balance on hand. Besides this, the farmer has received a better market for his grain than he otherwise would have, and has purchased commodities at the minimum price. Here, too, the wheat is paid for on a cleaned basis, and E. Hodgson, Secretary-Treasurer of the organization, and who looks after the buying and selling, informs us that practically all the wheat was sold for export. About two tons of flour are handled per month, and around four tons of shorts and four tons of bran per month the year around. The chopping business is claimed to be a paying proposition. A kerosene engine is used, and two gallons of coal oil will chop a ton of grain. Ten cents a hundred is charged for grinding. This not only pays the running expenses, but is sufficient to keep two men employed all the time, and a third man when loading cars. In other words, the