

# The Grain Growers' Guide

Winnipeg, Wednesday, February 10th, 1915

## TARIFF CHANGES FORECASTED

The utmost secrecy is maintained, and rightly so, in regard to what action the Dominion Government will take to raise the revenues necessary to meet the ordinary expenditures and the cost of war. There are a privileged few, however, on the inside, who always know what the Government is going to do. It is persistently rumored that the Government will increase the duty upon a large number of articles and will place upon the dutiable list a number of articles that are now on the free list. It is stated that the tariff will be increased on a number of luxuries, that tea and hides will be placed on the dutiable list as well as anthracite coal. It is also rumored that the duty on agricultural implements will be increased, and that fence wire, now coming in free, will be placed on the dutiable list. If these rumors are correct it will mean that the price of all these articles will be increased because the Canadian manufacturer will add the entire amount of the duty to the price of his product and put it into his own pocket, as he has always done in the past. There is absolutely no need to increase the duty on imported articles which are classed as necessities, while there are a number of luxuries which could stand a higher tax. The Finance Minister could secure all the revenue required by imposing a tax upon unimproved land values throughout Canada, supplemented by a graduated tax upon incomes similar to the British system. If the Government and the manufacturers take advantage of the war to increase protective duties it will prove a boomerang to both of them. Such an action on the part of the manufacturers would be a distinct betrayal after their expressions at the conference held in Winnipeg in November last, and would result in developing a very strong feeling against the purchase of Canadian made protected goods, because it is well known that the Government will not increase the protective duties upon imports unless upon the demand, or at least with the approval, of the manufacturers.

## IGNORANCE OF TORONTO NEWS

In The Toronto News of January 30 appears the following editorial article:

### TRADE AND PATRIOTISM

A Convention of the United Farmers of Alberta has declared for "free trade with the United Kingdom" on patriotic, Imperial grounds, and has added "with all countries," on supposedly economic grounds. The chief speaker in favor of the resolution was not a farmer, but Mr. G. F. Chipman, an English Cobdenite, who at present edits The Grain Growers' Guide, and is naturally bent on inoculating the West with the cold-blooded doctrines of the Manchester theorists.

The Editor of The Guide does not consider these columns the proper place to discuss his personal affairs, but such a statement as the above conveys a false impression. The Editor of The Guide would consider it a matter of pride to be an "English Cobdenite." The plain fact is, however, that he was born on a farm in Nova Scotia, and spent the first eighteen years of his life on that same farm, where his father was born and still lives, and where his grandfather was born, and where his great-grandfather settled in the wilderness in 1803 to carve out a home for himself and his family. Another two years were spent by the Editor of The Guide in the home-

stead region of the Prairie Provinces. Thus it will be seen that the statement of The Toronto News was typical of the ignorance displayed by that journal on a large number of subjects. The Editor of The Toronto News, Sir John Willison, has been "honored" by an English title, and it might be assumed that he would be an exponent of the principles of British liberty and justice, but the journal which he edits, is, on the contrary, one of the chief exponents of the protective system and the bribery and corruption which always accompany it.

The News was established, and is still supported, for the purpose of preaching this kind of doctrine, but the Editor of The News does not debate the question in the open. It is only a few years ago that this same Sir John Willison was the Editor of The Toronto Globe, where he at times preached a different doctrine. When Sir Wilfrid Laurier toured the West in 1910 and the Grain Growers demanded that he reduce the tariff, this same Sir John Willison, writing in The News, lauded the Grain Growers highly and credited them with sincerity. When they put up the same demand to Sir Robert Borden on his western tour The News suddenly found that the Grain Growers were a bunch of agitators. When the Reciprocity Agreement was announced in the House of Commons, in January, 1911, the Editor of The News wrote an article in his paper in favor of the Reciprocity Agreement. Pretty soon, however, he received a tip to change his mind and proceeded vigorously to denounce the Reciprocity Agreement in every conceivable way. He very well knows that his arguments in favor of Protection will only hold good so long as there is no chance to reply to them. In July, 1912, The Guide published an article entitled "Challenge to Protection," and challenged The Toronto News to publish the article and reply to it. The News did not publish The Guide article, but published a full page reply in favor of Protection, and at the end of the article made this remark: "The Guide is held to its promise to publish this reply in extenso." The Guide published every word of The News article in August, 1912, and asked the Editor of The News to be man enough to fulfill his part of the bargain. The Editor of The News, however, immediately took to cover and refused to publish a line of The Guide article. The Guide believes in showing both sides of the question and is open at any time to publish and answer the arguments of the Protectionists, but like the Editor of The News, the Protectionists work better under cover. The Editor of The Guide is willing to have his record compared with the record of the titled gentleman who is Editor of The Toronto News.

## FLAX SHIPPING REGULATIONS

In the new grain tariff recently issued by the railway companies it is stated that bulk shipments of flax will only be accepted at "owner's risk of leakage." When a farmer wishes to ship flax he must, before loading it, sign a statement that he will not hold the railway company responsible for any leakage between point of shipment and the terminal elevators. This regulation has been in force by the railways for several

months and the protests have been made to the Railway Commission, that body has refused to suspend the rule. The railway companies maintain that flax is a fluid substance, and that they should not be held responsible for leakage of this grain. This contention is decidedly weak, because if the cars at present in use are not suitable for shipments of flax the railway companies should be compelled to provide cars that are suitable for this purpose. The new cars leak very little, and for the old cars the railway companies can provide a paper "flax lining" at a cost of \$1.25 to \$1.50 per car. The railways should supply these linings free or at not more than the actual cost. Such a ruling as this, if allowed to remain, will handicap still further the production of flax, which is a very risky crop, even under the best conditions, and further still if the railway companies succeed in establishing this rule their next move undoubtedly will be to demand that other grains also be shipped at "owner's risk of leakage." It is undoubtedly the duty of a transportation company to guarantee the safe delivery of whatever commodities it accepts for shipment. If the railway companies can show cause, their proper course is to increase the charge for hauling flax, but they will need to make out a strong case to justify an increase.

The Dominion Marine Association, which is composed of owners of freight steamers plying between Canadian ports on the Great Lakes, has already put into effect a bill-of-lading which throws the onus of all shortages in cargoes upon the shipper instead of upon the vessel owners, as in the past. The Winnipeg Grain Exchange is fighting this bill-of-lading put into effect by the vessel men and has appealed to the Board of Grain Commissioners. At the meeting held in Winnipeg, on January 27, Dr. Magill, Chairman of the Board of Grain Commissioners, pointed out that the Grain Commission had absolutely no control over the Dominion Marine Association, and as a matter of fact there is no other organization in Canada that has any control over this association. Dr. Magill recommended that the Grain Exchange seek Dominion legislation bringing bills-of-lading for grain cargoes under the control of the Railway Commission, and also that the regulations for weighing and inspection now in effect in the western terminals be extended to the eastern terminal elevators, and that the eastern houses also be brought under the jurisdiction of the Board of Grain Commissioners. It is quite easy to see that an increase in the cost or risk of shipping grain on the lakes will mean a proportionate decrease in the price which the farmers will receive for their grain, because all such costs are always handed on to the producer. The same vigilance which has protected the producer in the past will be necessary for many years to come.

## THE SEED GRAIN SITUATION

A very serious situation, the solution of which demands the whole hearted co-operation of the whole country, has arisen in connection with the supply of seed with which to plant the record acreage which has been prepared for this year's grain crop in Western Canada. Early last fall, when it was seen