

# The Grain Growers' Guide

Winnipeg, Wednesday, August 23rd, 1916

## PROTECTIONISTS ARE BASHFUL

In our issue of July 12 we offered \$25.00 in cash for the best letter received before September 1 showing how the protective Tariff benefits the farmers of the Prairie Provinces. We have had practically no response to this offer up to the present time. We are, therefore, going to extend the time to October 1. This competition is open to every man, woman and child in Canada, including editors, politicians, manufacturers or any other human being in the Dominion of Canada who believes that the Protective Tariff is a good thing for the farmers living in the three Prairie Provinces. The letters must not be over 2,000 words in length. This is an opportunity for Protectionists to show the farmers of this country the benefits they are or should be receiving from our present fiscal system.

We should like our readers to bring this offer to the attention of any Protectionist friends they may have and we agree to publish the best Protectionist argument we receive, and to answer it.

## FARMERS TALKING AUTOS

A striking feature of a large number of our small local as well as our larger fairs this year is the great number of automobiles that chase one another along the roads and stand parked often in countless numbers about the fair grounds. Many who previously either did not attend at all or did so under trying conditions are now finding it easy to come in for one or more days. At more than one small Western fair this year there have been more cars than heads of livestock and the chief subject of conversation has been automobiles and not horses, cattle, sheep or hogs. "How do you like your car?" "How long have you run her?" are the first questions, and discussions and comparisons on the amount of gas used, tire mileage, repair bills, etc. invariably follow. Having the material at hand these are no academic discussions lacking in concrete illustration but not unfrequently are they demonstrations of great educational value. A good many farmers are getting valuable information that not only helps in conserving their cars but is a valuable guidance to other farmers who are still at the considering stage. The numbers of the latter who are in this way being won over to the ranks of auto users are not few. Many a man after having driven for years, mile upon mile over dusty roads behind a team of faithful but slow draft or general purpose horses is now at the point where he is considering the purchase of something with a little more speed and appearance. That means either a team of lighter horses with harness, buggy, and often another light wagon or democrat, or else a car. A tremendous number are deciding on the car and as time goes on and roads improve the vast majority will seek the more rapid means of travel. In the United States today there is an average of a little more than one motor car for each mile of public road in the Union and one registered car for every forty-four persons. The gross revenue from all registration and licenses in that country in 1915 was \$18,245,000, over 90 per cent. of which was spent on road improvement.

Rapid as has been the transition in many phases of agriculture of recent years none has been more striking than the advent and developing use of the motor car. But the not distant future will see greater changes in our country transportation than most of us have ever dreamed of. Rural sociology will then become a different science. Already great things have been accomplished but they are only the dawn of the better. Western Canada with its great stretches of plain and a readily adaptable people is peculiarly susceptible to

such changes. When interprovincial routes and even transcontinental routes stretch away to north, south, east and west, furnishing fast, easy and safe means of reaching other parts of our country, a new phase of rural life will begin. Again this awakening is but a step in the further evolution of mechanics and the awakening of the public mind to the extended use of mechanical power. The next will be a vastly greater adaptation to everyday farm work. The small tractor demonstrations, particularly in United States this year, the greater extension of power to household and other uses are but straws here and there on a gradually increasing current of public opinion favoring more rapid and economical power.

## WONDERFUL CROP FIGURES

Nearly 12 months of the past grain year have elapsed and the figures are now available for the 11 months ending July 31. The following figures from the Department of Trade and Commerce, Ottawa, show the amount of grain grown in the prairie provinces that has actually been inspected at Winnipeg or other points in the Western inspection division:

Grain	11 Months	11 Months
	Ending	Ending
	July, 1916	July, 1915
Wheat.....	322,384,800	106,716,375
Oats.....	106,296,600	35,307,700
Barley.....	12,251,250	4,842,500
Flax.....	5,047,350	3,966,750
Grand Total.....	445,980,000	150,835,325

These figures showing by comparison the crop of 1915 against that of 1914 speak eloquently of the tremendous volume of grain harvested last year. They also show that even the most optimistic estimates of the crop made last year fell far below the actual total. It was almost two good crops in one and a very good price in the bargain.

## START A SHIPPING ASSOCIATION

In a recent issue was described the good work carried on in the neighboring state of Minnesota in the co-operative shipping of livestock. Indeed no other co-operative effort has shown such tangible results and grown so fast in that state. In eight years there have been over 300 shipping associations started which net an annual saving to the farmers of approximately half a million dollars. They have displaced many stock buyers, who could not justify their existence under changed conditions. They have secured for the farmers fairer treatment and given a confidence in the marketing end of the stock business which the farmer did not have previously. Thus the shipping association has given much greater stability to livestock husbandry. Minnesota stock shippers, in order to get satisfactory treatment, found it necessary to centralize a very large proportion of their shipments thru one commission firm, which made a specialty of co-operative shipments. Since then they have not only had greater satisfaction, but they are building up a strong organization that is going far toward making them one strong composite body.

This same movement is just beginning in Western Canada. So far the experience in saving due to eliminating drovers has been generally satisfactory and quite as large as that of Minnesota farmers. Fortunately the farmers of Western Canada have been able to do what American farmers could not do, i.e., place their own representatives on the central markets at Winnipeg and Calgary. It is a safe assumption that the larger part of the business of these representatives must come direct from farmers or from farmers' associations. Consequently with the central marketing facilities provided it is up to the farmers

in the country to form livestock shipping associations and save the leaks on the country end. No agency on earth can do this but the farmers themselves. A livestock shipping association is a most simple affair with simple rules and by-laws. Little or no capital is required. A man who knows considerable about livestock and can supervise the shipping of it is the main requirement. Every Grain Growers' local, the members of which have a car of stock to ship every two or three weeks or oftener, should make this one branch of its work. The livestock shipping movement should be kept closely associated with the Grain Growers' Associations already organized. With its development will come a greater knowledge of market requirements and marketing methods, of consolidation of commercial livestock interests and preparation for other fields of efforts to which this is a necessary antecedent.

## RATHER BELATED JUSTICE

In a recent issue of the Toronto Daily News we find an editorial article in which the following statement appears:

"We do not attack the sincerity or the patriotism of Western grain growers. We have no sympathy with the notion that the East has sacrificed itself for the West, and that therefore the West owes some special consideration to older Canada. This is a free country. We can only expect the West to regard the national interests and to be loyal to its own convictions. We have every confidence that any truly national party can reconcile conflicting claims and ideals and ensure co-operation between older and newer Canada. We are not afraid of radical programs or of free expression of opinion in any part of the country. More absolutely than before the war we will have government of the people, by the people and for the people in every country, and we may not expect that class interests or class prejudices will ever again dominate in the Dominion."

The Guide has always maintained that the Western grain growers are quite as patriotic as those people who happen to be residing in Ontario and we have also contended that the West is under no obligation to the East for supposed services rendered sometime in the past. It is gratifying to see that the Toronto News has at last awakened to a realization of these facts. The News, however, should not forget that this argument which is now repudiated was used, and we must say used with considerable effect, during the reciprocity campaign five years ago. Now that The News has repudiated the argument we trust it will continue and assist the Western grain growers to relieve themselves of the burden which those who supported this argument have imposed upon them. The grain growers of the West are paying heavy tribute to Eastern interests and if The News follows its policy above stated to its logical conclusion it should help to have this burden removed.

## TWO TARIFF CHARGES

Advocates of the protective tariff system in Canada are very fond of quoting the example of the United States as a protected country which has made great material progress. They then draw the conclusion that protection will do the same thing for Canada. They forget in presenting such an argument that, altho the United States has a protective tariff it is nevertheless the greatest free trade country on earth. When the Fathers of the Union drafted the articles of Union over a hundred years ago they very wisely provided that there should be no customs tariff barriers between any of the states in the union, thus making that great nation absolutely free trade from the Atlantic to the Pacific. Having practically every variety of climate and, consequently of products, the American Union is very largely