

GIVE THEM A WESTERN WELCOME

The Canadian Home Market association, which is a twin brother of the Canadian Manufacturers' association, has made arrangements to send a special train through the West during May and June to educate the Western farmers to the benefits of the protective tariff. The train will consist of several baggage cars containing exhibits from Canadian factories, arranged in an attractive form, and lecturers will be in attendance to show the benefits of keeping money in circulation in Canada by buying protected goods. These lectures will be illustrated by lantern views of scenes in Canadian factories. The train will arrive in the West on May 15, and the tour will last till the end of June. It will run only over the C.P.R. lines and will make about one hundred stops, where lectures will be delivered to farmers. This is certainly a good scheme on the part of the manufacturers. The Western farmers need some education on the tariff question, and will no doubt appreciate this disinterested move on the part of their friends, the protected manufacturers. It is up to the Western farmers to give the manufacturers a good time. In fact they should give them the time of their lives, so that when they go back to their factories they will not forget the farmers out on the prairies. It is to be hoped that the president and officers of the Manufacturers' association will accompany their train. They will feel ever so much better if they come along and shake hands with the "backbone of the country," and explain just how it is that the manufacturers have to wear patched trousers and heavy shoes in order to sell their products to farmers at a very low price. We feel sure that once the farmers realize what sacrifices are being made in their behalf by the members of the Canadian Manufacturers' association that there will be no further complaints against the tariff from the West. Then there is the Imperial question. The farmers do not yet clearly understand that without the protective tariff the Empire would go to pieces. Some of them, of course, understand that it is the protected manufacturers who are keeping the Empire from cracking. But the president of the Manufacturers' association should explain this clearly upon the tour. If he had the Union Jack near him while addressing the farmers and made frequent references to it as "the grand old flag," etc., we know that it would take with the farmers. After the farmers have clearly seen the abject poverty of the protected manufacturers and have heard from their own lips of their devoted loyalty to the Empire and of their undying love for the farmers, we know full well that the farmers will be very, very sorry that they have ever even hinted that the protective tariff should be abolished. In fact we would not be surprised if the farmers would be so overcome that they would take up a collection at each meeting to help put the heads of the "infant industries" on their feet. We think that every farmer who can possibly spare the time should make it a point to attend these meetings because they will get a great deal of information. We will publish the itinerary and full information regarding the manufacturers' trip just as soon as it is available. Last summer the Grain Growers entertained Mr. Borden and the previous summer Sir Wilfrid Laurier. This year the men who really rule Canada are coming, and it is fitting that their reception should be in no way less cordial than that accorded to the leaders of the two great political parties that have labored so hard, and at such a great sacrifice, for the benefit of the farmers. The wealth burdened farmers of the prairies should take a day from the pursuit of riches to listen to the wisdom of the manufacturers. If a good big gathering of farmers welcomed the manufacturers at each point where the train stops, they would feel more welcome. Next week we will try

to give more in detail some of the hitherto complicated problems which the manufacturers will explain to the farmers. But remember "The Rulers" are coming and we must give them a welcome that will make such an impression upon the tablets of their memory that it will be told around the firesides generations hence as was told in ancient Rome "how Horatius kept the bridge in the brave days of old."

CHEAP DRYING PLANTS

The delegation of Grain Growers who went south two weeks ago and made arrangements to have the damp grain cared for at Minneapolis also secured interesting information in regard to drying plants. They found that Armour's drying plant at Chicago was working day and night drying corn, and would be engaged for at least four or five weeks. Armour's largest drying plant, with a capacity of 75,000 bushels in 24 hours, is built into a lake boat and is portable. The Armour company is willing to send this plant to Fort William when the corn is dried, if they are asked to do so and guaranteed a sufficient amount of damp grain to make it worth while. It was also found that any of the Canadian terminal elevator companies could easily have put in large drying plants at a low cost if they had wanted to do so. It was known in November that much grain would need treatment and two months' time would have equipped the elevators with driers. The cost of installing drying equipment does not exceed \$1 for each bushel of capacity per 24 hours. A plant that would have treated 2,000,000 bushels of grain between January 1 and March 31 would have cost \$25,000. Such a plant if kept working as Armour's plant works would have earned \$35,000 in three months at a cost of half a ton of coal per 1,000 bushels and the wages of eight or ten men. If the elevator companies had any desire to help the Western farmers in their hour of need they could have done it, and profitably at that. But it resolves itself to this, as it has always done in the past, that the Grain Growers may look to themselves for relief and only themselves. They might as well learn this lesson well and get together for their own protection.

MR. RUSSELL'S OPPORTUNITY

It is expected that T. A. Russell, president of the Canadian Home Market association, will accompany the manufacturers' special educational train on its tour of the West during May and June. Mr. Russell is a young man of wide experience. He was at one time a college professor, then secretary of the Canadian Manufacturers' association. Now he is the president of the Russell Motor Car Co., of Toronto, and is making a pot of money every year through the kindly encouragement of 35 per cent. duty upon automobiles. Mr. Russell is an expert on the tariff and also upon automobiles. It would be unfortunate if from his wide experience the farmers of the West were not able to reap some knowledge upon the knotty question of the tariff. One of the exhibits in the "Made in Canada" train will be an automobile made in Mr. Russell's factory. There are different priced cars but the cheapest sells in Winnipeg at \$2,450. In Minneapolis the same grade of automobile would sell for about \$1,900. Of course the majority of automobiles sold in Canada are of American make, but the Canadian price is just the same as the American, with the freight and duty added. If Mr. Russell had an American car of the same grade alongside his own on the tour it would make a splendid illustration for a lecture entitled "How Protection Makes Us Prosperous." Let us now suppose that two farmers, one in Manitoba and the other in Minnesota each decided to buy the same grade of automobile on the same day, and to pay for them in No. 3

wheat. On March 30, for example, No. 3 wheat was worth 93 cents in Winnipeg and \$1.03 in Minneapolis—the difference being due to the tariff. The Minnesota farmer would give 1,844 bushels in exchange for his motor while the Manitoba farmer would give 2,634 bushels for the same car—due to the tariff. The Manitoba farmer's automobile cost him 790 bushels more than the Minnesota farmer paid for the same grade of car. Of course the Manitoba farmer has the satisfaction of knowing that the loss of that 790 bushels of wheat was actually making him prosperous, even though in his ignorance he might not be able to see it. And, again, this extra toll of 790 bushels would assist in building up a "well rounded Dominion," even though it flattened out the farmer by so doing. The protectionist theory is that we are actually buying things cheaper when we pay more for them. The farmers of the West are so very ignorant that they cannot see this point very clearly. Mr. Russell, being a tariff expert, will of course be able to make this clear to them.

Is there any connection between the facts that Z. A. Lash, director and chief counsel for the Canadian Northern Railway, was chairman of the Canadian National League, which organization fought reciprocity with such good effect in Ontario, and the donation of \$6,300,000 in hard cash of the people's money to the Canadian Northern Railway by Parliament the week before prorogation? Is it possible that this donation from the treasury was in part payment to the railway magnates for "saving Canada?"

The Government would not pass the Bill creating a tariff commission because the Senators insisted that the commission should be of some use in securing information from "infant industries." Well, the tariff is going to come down sooner or later no matter how many commissions are appointed to keep it up. Just let the people fully understand the robbery that is being perpetrated under shelter of the protective tariff and the politicians will get busy bringing it down.

One of the most important resolutions on the order paper in the Manitoba Legislature was that dealing with Direct Legislation, standing in the name of T. C. Norris. A great many matters of far less importance were discussed. Thousands of people in Manitoba expected to have Direct Legislation discussed. Some explanation is due the public for the neglect of this most important subject.

If a law were passed compelling every man in Canada to donate one dollar per head for each member of his family to Mackenzie and Mann, no government on earth could enforce such a law. There would be a rebellion at once. Yet the government has done the same thing by donating \$6,300,000 to these gentlemen from the public treasury, and no member of parliament raises a protest. And Canada is a democracy!

The farmers are busy seeding getting ready to feed the world's hungry. If the farmers would drop party politics and set about improving conditions with the same unanimity and determination that they devote to farming they could make conditions fair to every man in five years. If conditions were right, the farmers of the West would receive at least 25 per cent. more for their labor than they are now receiving, and without any special privileges either.

The Western farmers who visit the "Made in Canada" train and listen to the orations of the manufacturers, may take it from us that it will be perfectly safe to take their pocket-books along.