

# The Grain Growers' Guide

Winnipeg, Wednesday, June 14th, 1916

## THE PASSING OF KITCHENER

The Empire today mourns the loss of Kitchener. Outstanding among others as the man whose marvellous organizing ability brought Britain's cause within sight of victory it was fated that he should not participate in the fruits of his genius. He was taken away at the zenith of his manhood and fame and his is a death such as one of his mould would have wished. The manner of his departure was fitting for one of Britain's sons. He had finished his great task and his soldier spirit went out across the waters which guard his island home. His work remains. He was a man possessing strength of character to surmount what to others appeared insuperable difficulties and under his guiding hand there grew into being an army bearing his name that goes marching undaunted to ultimate victory. The Empire bows to the inscrutable dictates of Providence that shape her ends, she mourns the loss of one of her most illustrious soldiers and returns with unabated confidence and determination to the completion of the task she has set herself out to accomplish, the complete overthrow of the menace of militarism.

## THE NAVAL BATTLE

On May 31 the fast scouting cruiser squadron of the British fleet under Admiral David Beatty came suddenly upon the German high seas fleet cruising along the coast of Denmark and within a few hours' steaming of their haven behind Heligoland. With that traditional British spirit born in the long ago and fostered thru centuries by a forbidding sea that would not be tamed, these masters of seamanship with light armored boats gave battle to the great German dreadnoughts. The eventful hour had come. The German fleet was out. The destiny of Britain and civilization was at stake. News was flashed to Admiral Jellicoe and the great British first line battleships, cleared for action, bore down upon the scene. Meantime Admiral Beatty furiously engaged the Germans in a running fight, all the time heading westward toward the approaching British squadron. The engagement lasted all day and far into the night. The Germans were close enough to their base to draw upon their heaviest ships and deal a fatal blow to this vital portion of Britain's fleet, but Beatty destroyed their fondest aspirations, their long cherished hopes, their possible salvation. He made them fight the greatest fight they ever fought and he sent twelve or more of their men-of-war down to "Davy Jones' locker." He engaged them so terrifically that he lost as many or more ships himself, but not such powerful ones since he lost no heavy armored battleships and only one large cruiser, while the Germans after issuing three false reports admit the loss of one great battle cruiser and one battleship with their complement of light cruisers and destroyers, amounting to some twelve men-of-war in all. Eye witnesses, however, affirm that another great battle cruiser and the "Hindenburg," the flower of the German navy, were also battered to pieces.

When the morning sun broke over the sandy western beaches of Jutland the German navy was nowhere to be seen. Four times the British fleet scoured the scene of action, but the last German boat had disappeared. The Germans according to their reports had won a glorious victory they were safe behind Heligoland, interned not only from without, but now also from within as it is said no Germans are allowed to visit their own fleet. They were safe to leave to skulking submarines that official thuggery upon merchant ships and their helpless victims that has characterized their policy in the past.

The British and German fleets have met. The grandest and most terrible naval battle of all time has passed into history. The marvellous death-dealing machinery of modern navies has revealed its terrific destructive force. The power and possibilities of the German fleet are known and that German fleet is in a weakened, crippled, battered condition. The Allied blockade is still intact. The crashing, strangling cordon of Britain's naval power is tighter than ever. Prussian despotism and "frightfulness" have received a smashing blow. Civilization is safe and that high British inspiration which seeks its own protection in upholding the dictates of honor and justice has been spared to finish its work of emancipating humanity from the snares of military oppression and international menace. But the icy waves of the North Sea have closed over six thousand gallant British seamen who died as they had lived, mostly unknown to fame. They went down amid churning waters lashed to the utmost fury by bursting shells and the sweep of giant ships. They waited on Death. He sought them out in the turrets of the mighty roaring guns or far in the holds beside the blazing furnaces, but always steadfast at their posts. Nevermore will they gaze upon the chalk lined cliffs of England; on Scottish heath or on Irish shore. Nevermore will wife and children wait for them by the seaweed covered rocky coast. They have said their last goodbye, they have paid the price of Admiralty, they have preserved the traditions of Drake and Blake and Nelson, they have died as British heroes.

## PRICES FOR LOW GRADE BEEF

Rarely if ever has the opportunity to dispose of low grade beef stocks at a profit been as good as it is at present. Cutters, canners, bologna bulls and such market grades have been unusually firm and are being picked up eagerly on all markets. Hides and by-products are also high. Nearly all the packers are behind with war orders and the general demand for meat products of all kinds is inordinate. Much of the low grade product just mentioned can be utilized almost as well for certain purposes, as much choicer stuff. The usual supply of beef from south-western States is short owing to droughts. Packers in the United States have little or no frozen beef to fall back on, the supply of stall fed cattle appears small, and the chances of a supply of good market stock next year are none too bright on account of the unusual prices for feeders and stockers at present. Consequently it now looks like a good time for farmers to clean up on all cheap cattle.

A large order placed comparatively recently with a Montreal firm for 600,000,000 one-pound cans of beef stew to be used for army rations is largely responsible for this. This order necessitates regular weekly deliveries for one year. American as well as Canadian packers are helping supply the order and American packers will fill the larger part of it. It has been estimated that it would take 1,200,000 canner cows yielding 325 pounds of carcass each of which 75 pounds are bone, to fill this order and if half a pound of cooked beef went into each can with it, almost twice as much of the raw product would be necessary. The demand for breeding stock is going to preclude the filling of this with canner cows even if there were enough cows, so it will be necessary to use many other classes of cheap beef and there must be a general strengthening of low class grades. It will pay better to get rid of old cows, bulls, oxen, etc., now than hold them over for a year or two. In the face of prospective beef prices it is encouraging to notice the comparative movement of stockers and

feeders from the Winnipeg stockyards this winter and last as indicated below:

Month	1916			
	Man.	Sask.	Alta.	U.S.A.
January	112	139	36	26
February	31	403		
March	244	640		217
1915.				
January	107	All Western		1092
February	302	Provinces.		146
March	584			224

Thus while 1426 stockers and feeders went to U.S. markets thru Winnipeg in the first three months of 1915 only 243 found their way there in 1916. In addition to this commission men have had on hand a very large number of orders from western buyers that they have been unable to fill.

## THE GASOLINE PROBLEM

The increased price of gasoline has called forth widespread protest from users the continent over. Investigations have been conducted, combines and trusts have been blamed for the advanced price and many varied arguments have been offered to explain the situation. None have had the effect of reducing prices and the consumer is still unsatisfied with the condition of affairs. That there is manipulation to increase prices is generally admitted. The mere fact, as published in the Economist for January, 1916, that five individuals control \$700,000,000, or roughly 73 per cent., of the stock of the old Standard Oil Company, which has immense oil holdings in all parts of the world, would lend color to this belief. On the other hand, gasoline consumption has increased enormously during the past two years. The warring nations in Europe demand and will pay for constantly increasing quantities of high grade fuel oil, while the increase in the number of automobiles sold in America is unprecedented. Just as with any other commodity, oil owners are charging as much as the market will stand. A certain amount of relief may be expected as the new Rittman process, by means of which a much larger percentage of gasoline is obtained from the crude oil, is more widely used, but engineers and scientists are alike agreed that engine design must be modified to make economical use of the lower grade fuel oils, a large portion of which are at present stored or wasted.

However, the oil situation in Western Canada is far from satisfactory. In Minneapolis ten days ago gasoline cost 19½ cents per gallon. In Winnipeg on the same day gasoline was retailed at 37 cents. It is interesting to attempt to discover where the 17½ cents spread goes. The Minneapolis price is based on the wine gallon so one-fifth has to be added to their price to make it compare with the Imperial gallon, the Canadian standard. Dealers in Winnipeg claim that Minneapolis prices are below the average owing to local competition among jobbers and that they have to pay 21 cents for all their gasoline. This being so the benefit of competition is once more amply demonstrated. But there are other considerations. The gasoline sold in Minneapolis tests around 60. The Dominion customs' regulations do not allow gasoline testing lower than 64 to be imported. The difference in price between oils of these two tests runs from 1½ to 2 cents per gallon. It is reasonable to suppose that automobile owners in the States, where the oil is produced, are using fuel that is quite good enough for their needs. Why should the Canadian customs' regulations make consumers here pay one or two cents more per gallon for high test gasoline when the lower grade is giving satisfaction in the States? Then as regards freight rates, Winnipeg