

# THE

# GRAIN GROWERS GUIDE

WINNIPEG

Vol. 1 AUGUST 1908 No. 2

PUBLISHED THE FIFTEENTH OF EACH MONTH  
UNDER THE AUSPICES OF THE  
MANITOBA GRAIN GROWERS' ASSOCIATION  
AND EMPLOYED AS THE OFFICIAL ORGAN OF THAT BODY

Devoted to the work of organizing the Farmers for their mutual protection and advantage, keeping them accurately informed on all matters and movements of importance to them as Farmers, and furnishing a medium through which they may exchange ideas and information to their mutual benefit, and the building up of an enlightened public opinion on economic and social questions.

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"BUT CROWN HER QUEEN  
AND EQUITY SHALL USHER IN  
FOR THOSE WHO BUILD  
AND THOSE WHO SPIN  
AND THOSE THE GRAIN WHO GARNER IN  
A BRIGHTER DAY"

# HERO GRAIN SEPARATORS

**Fanning Mills** are becoming the most necessary article on your farm. **Seed Wheat** the most particular. **Wild Oats** the most dreaded. **The Hero**, the friend of the farmer, will separate your **wheat** from **wild oats**, and causes every one who uses them to rejoice. Order one from your dealer at the nearest town. Buy nothing but the best. Insist on getting the **HERO**. It has no equal, under any name or form. Sold by a dealer in every town.



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WINNIPEG, MAN.

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OFFICE AND MILL

WINNIPEG, MAN.

"Frost" Woven  
Fence

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"Frost" Field  
Erected Fence

Sixty years ago, if there was a piece of virgin sod to break, a stump to pull, or a boulder to draw, the old-fashioned ox team was indispensable, because always reliable when strength and real endurance was required. To-day the indispensable fence team is Frost Field Erected and Frost Woven Wire Fence, because the quality of material and superior construction produce fence incomparable for strength, real endurance, and reliable service.

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**Manitoba Frost Wire Fence Co., Limited, WINNIPEG, MAN.**

# "Frost" Fence



# THE GRAIN GROWERS' GUIDE

A MONTHLY

NO. 2

WINNIPEG, AUGUST, 1908

VOL. 1

ADDRESSED TO THE FARMERS OF



Published under the auspices and employed as the Official Organ of The Manitoba Grain Growers' Association.

ENDORSED BY THE INTERPROVINCIAL COUNCIL OF GRAIN GROWERS' AND FARMERS' ASSOCIATIONS.

Designed to give publicity to the views of Western Farmers generally and to become the official mouthpiece of as many Farmers' Organizations throughout the "Three Prairie Provinces" as may apply for space therein.

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NO. 2

AUGUST 1908

VOL. 1

## OURSELVES

In our initial number we gave our ideal of the place we would like to occupy as a Paper in the realm of journalism, as being a great Weekly Newspaper containing authentic accounts of all matters and movements of importance to farmers and other workers who bear the same relation to present day social and economic questions as farmers do. We also said that in its present form it is not capable of efficiently discharging the function of an opinion paper, or a newspaper, and therefore we speak of it as being only the initial step in the creation of a more efficient publication which will succeed it as soon as the support given it by the public will warrant. So soon as it becomes self-supporting as a monthly it will be converted into a semi-monthly, and after making good in that form will become a weekly. New features appropriate to its changed form will be added as the changes are made.

The census enumerator divides our people into two classes—rural and urban—broadly speaking, agricultural and commercial. In plainer terms—farmers and business men, or another distinction peculiarly applicable to Western Canada—producers of wealth and distributors of manufactured goods and middle men.

The ordinary newspaper for prudential reasons, in-

stinctively and fundamentally on all questions, social and economic takes the view-point of the business man; we will take the view-point of the farmer. The business idea is "The farmer is prosperous and can stand it." The farmers say there is no justice in that idea and demand a change of condition, not because of poverty, but because it is right and just and honest.

The function of the agricultural press has been, and still continues to be, to stimulate production. Our energies will be directed to facilitate and cheapen the cost of distribution. Much effort has been put forth to help the farmer to increase his output, but the distribution of his product has been left to the tender mercy of combinations of middle-men, the result of which can be illustrated by a recent concrete case. Last year, due to abnormal conditions, the Western farmers had a large quantity of grain only fit for feeding purposes for which there was a large demand in the Eastern Provinces, where, on account of the dry season, feed of all kinds was scarce. Through our system of distribution, wheat that the Manitoba farmer sold for 25c a bushel was paid for by the Ontario farmer at 65 to 75 cents a bushel in car lots, and 75 to 80 cents when chopped feed. The railways got 22c a bushel, leaving that wheat from average points in Manitoba to Ontario points, the dealers got the rest. Our aim is in an effort to remove that hiatus between producer and the consumer. It is our deliberate conviction that nowhere are the profits of grain raising so well applied, so justly merited and where the cost of distribution will be so well calculated to promote general welfare as right among those who have raised the grain. Give these men all that is coming to them, and let them have the benefit of every dollar, and you will be doing nothing but simple justice, and at the same time laying the basis of perpetual prosperity.

We differ from our competitors in another column—"They have no sense of their usefulness." While we have no sense of the ground we propose to occupy, we have a very definite purpose in their own minds. There is much yet done. So we hope to see our side by side with them, each contributing a share to the general good in its own sphere of activity. We would like to think that our good farm papers would be found in fewer homes because of our advent in the field of journalism.

While primarily dealing with the features of our great national industry, and the improvement of physical conditions, and aiding reforms, we recognize that the only way to be found by the development of the human factor; that the man who follows the path of duty has within his grasp the very best of the gift of the Creator; that Canadian farmers should be on a level with the highest forms of comfort and refinement enjoyed in the world of universal progress. Our purpose will be to devote our space to raising the intellectual and moral base of Western life





ened public sentiment there would be no difficulty in securing the necessary legislation from the different legislative bodies interested.

**GET POSTED**

The outstanding feature in connection with farming operations on the average prairie farm is carelessness and unbusinesslike methods in which grain is marketed. The average farmer works hard all the year round, and when he secures a crop, simply hauls it in wagon loads to the elevator and accepts any old price, weight, grade, and dockage that the operator chooses to give him. Until we have a change in our present system of handling our crop product, the shrewdest grain grower cannot get the value world conditions would warrant him to look for, but there is a wide difference between what the farmer who loads his grain into a car and exercises good business judgment in disposing of it gets, and the man who simply hauls his grain to the elevator in wagon loads, for which he accepts a ticket he rarely ever examines very closely, in exchange for his good wheat, gets for his.

An enterprising farmer of the Moose Jaw district treated himself this summer to a new automobile paid for out of what he saved by loading his grain into cars over the loading platform and using ordinary business prudence in selling. It is surprising the number of men who work hard on their farms, economize and save in every possible way to improve their conditions, who allow what in many cases amounts to a fair year's wage to slip through their hands in the process of marketing their grain.

We emphasize "GET POSTED." But do not go to the elevator operator for your information. His business is to buy cheap wheat, and he has no information to give away that will enable you to get a few more cents for your grain. His interest lies in the other direction. Besides the interest of his employer requires that.

Mr. C. C. Castles, the Warehouse Commissioner, and his Deputy, Mr. Snow, or Mr. D. D. Campbell, Shipper's Agent, appointees of the Dominion Government, appointed expressly to facilitate the marketing of grain by the growers, are ever ready to advise and give needed information to farmers. Then we have the Grain Growers' Associations, and last but not least, The Grain Growers' Guide, ready to help in the same direction. Were it not a common occurrence it would be difficult to realize that a common sense, intelligent farmer, who has the intelligence to raise two, three or four thousand bushels of wheat each year, would allow a seventy-five dollar a month elevator operator, the sum total of whose intelligence and knowledge of the grain trade is confined to following the code of instructions he receives when he undertakes the job, to do him up out of anything that is properly coming to him. The trick is usually accomplished by the operator adroitly assuming an air of superior knowledge and consummate honesty, in other words a "confidence game."

We repeat "Get Posted," but watch the fellow who pats you on the back and whispers in your ear "Let me have your wheat, and I will do the square thing with you." If you listen to his wiles—well, the other fellow will be riding the automobile, not you.

**A SNAP FOR YOU**

There is nothing a farmer buys for the farm wherein he gets the same real value for his money, as when he puts his money in good harness or collars, and we advise all purchasers of harness to ask the dealer for the celebrated **Horse Shoe Brand** harness and collars, and see that the Lucky Horse Shoe is actually stamped in the trace and elsewhere on the harness. This is the best you can get for money. Be sure you ask for it when next in the market and save at least 25 per cent. in real value by doing so, so this will be a snap for you.

**Be Sure You Purchase The HORSE SHOE BRAND  
and Go Home as Happy as Clams**

**AS OTHERS SEE US**

*The "Guide" is in receipt of the following letters of appreciation since making its bow to the public last month.*

Dear Sir:—

The appearance of the "Guide" will be hailed with satisfaction by thousands of farmers throughout the West. True, we have had farm papers among us for years, but many of us have felt that some of them have outgrown their usefulness, as the material condition of the farmers has not improved with the development of the country. Farmers have been taught how to produce wealth, but farm papers have kept farmers in ignorance of how that wealth should be distributed. The result is, that as fast as the bees have filled their hive with honey it has been promptly taken from them, and they are now beginning to think that they should give some attention to economics.

"The wealth produced by their sturdy blows,  
To the hands of the one forever flows."

Farmers are getting tired of this condition of affairs, hence they are beginning to get restless, uneasy, dissatisfied with the ordinary farm papers, and long for the appearance of one that will devote some attention to the problem of distribution, and they expect that "The Grain Growers' Guide" will fill a long felt want.

We must bear in mind that when we are producing grain, we are at the same time producing oranges in Florida, digging coal from the mines, transporting goods and doing a thousand and one other things. That is, our labor provides us with the thousand and one articles that we need in our every-day life. It is not money that buys what we need, but our labor, our effort, and the grain is the result of our labor. Dollars are only labor certificates. A dollar exchanges for some article that somebody has worked for, a hat, a pair of boots for example. It is not money we need, but the things that money exchanges for. And we give our grain for money. Or we give our grain produced by our labor for store goods produced by the labor of other people. Hence, it is easily seen that the matter of grain growing means providing the thousands of things we need during the year. So it is easily seen that the problem of the grain growers is one that should be looked at in no mean, narrow sense. The production of wealth is simple, but the great problem now agitating the world is the problem of distribution, the problem of political economy, and it is on that problem that the "Guide" will be looked to for light and leading, and in this respect it will differ from other papers published apparently in the interests of farmers. Hence, with the appearance of the "Guide," it is expected that a new day has dawned for the tillers of the soil.

Yours truly, Interested Reader.

Plumas, July 21st.

Dear Sir:—

Dauphin, Man.

I take great pleasure in enclosing \$1.00 for a year's subscription to the "Guide," and wish you every success. What we farmers want is BREAD, and not TELEPHONES and FLAGS. I hope your organ can make Mr. Roblin see this, to the end that he will give us Government Elevators.

Very truly, H. M. Thompson,  
— and —

Ed Note:— Mr. Thompson has very truly stated what the farmers NEED, and what they expect the Government to GIVE. We believe that our correspondent, in common with every farmer, fully appreciates the usefulness of the telephone and other things the Government conceded us, and is willing to give them all the credit due them for what they have done for us, but that does not relieve them of the responsibility of providing the storage facility necessary to change the present system of loading our grain, that the grower may get full value for his toil. The "Guide" exists largely for the purpose of making Mr. Roblin and the other Premiers concerned SEE as the farmers SEE on this as well as other questions, and will in this respect endeavor to justify its existence.

Manitou, Man., July 18th, 1908.

Dear Sir:—

I am in receipt of the first copy of Our Farmers' Paper, and must congratulate you on its make-up generally. I quite agree with you that every farmer should be a subscriber, and that they should subscribe at once. Acting on that belief I enclose you the subscription fee.

Yours truly,

J. S. Miller.

Moorepark, July 24th, 1908.

Dear Sir:—

With great pleasure I enclose \$1.00 as my subscription for "The Grain Growers' Guide."

Wishing it every success, and hoping to see it come out the largest and most influential weekly paper in Western Canada in the near future,

I am,

Yours respectfully,

John McLean, Sr.

"Hazel Hill,"

Solegirth, Man., Aug. 1st, 1908

Gentlemen:—

Enclosed find \$1.00 for my subscription to "The Grain Growers' Guide," a copy of which I received a short time ago.

This is a step in the right direction, and the "Guide" should have the hearty support of every farmer and working man throughout the West. An organ of this kind should prove a veritable God-send, especially to the agricultural interests of the Country, and a strong factor in righting many wrongs from which the farmers in particular, and the working classes generally, suffer at present.

Wishing your new enterprise every success and support.

Yours truly,

I. Lionel Ridout.

*Many other letters of a similar tenor to the foregoing have reached us, but for lack of space, we are obliged to hold them over till next issue.*

### STILL THEY COME

Mr. Arthur Kilburn, Secretary of the Grain Growers' Association at Eden, writes:

"I got another branch started at Salisbury last Monday evening, which I think will develop into a strong organization, as they have a fine district there."

Mr. Kilburn has displayed a commendable enterprise in extending the influence of the movement, being instrumental in establishing no less than six branches in the district surrounding Eden within the last four months. His energy is well worthy of emulation by other branch Secretaries.

The branch at McGregor which was "sleeping," if not dead, re-organized last March with a new staff of officers. The Secretary, under date of July 10th, writes:—

"We have, up to the present, got fifty names on our roll. We are having a meeting on the 20th when we expect a large number to join."

The farmers of Meadow Lea are taking steps to organize a branch of the G. G. A. at that point before harvest.

The farmers in the Plumas district have got into the PROCESSION and organized a branch at Plumas last month.

The farmers of the Beresford district organized a branch of the Manitoba Grain Growers' Association at Beresford, Aug. 5th. Officers:—Robert Hopkins, President; John Nicol, Vice-President, with Messrs. Linton, A. Barnes, Chapman, McCormick and Holmes as Directors.

A branch of the Grain Growers' Association was started in Souris, August 3rd.

Mr. John Kennedy, Vice-President of the Grain Growers' Grain Co., addressed several meetings of farmers in the Wawanessa and Alexander districts last week. He reports a growing interest among the farmers of those districts in the grain grower's movement.

The Grain Growers' Grain Co., expect to place fifty thousand dollars of Home Bank Stock in the Alexander and Griswold districts.

We regret to report that Mr. W. E. Hall, of Sintaluta, who was treasurer of the Grain Growers' Grain Co., when in the chrysalis stage, had the misfortune to break his leg. We wish him a speedy recovery.

The grain growers in the vicinity of Melita held a meeting recently to discuss methods of handling their crops. They expect to take up a Block of Home Bank stock in that district after harvest.

Many branches of the Grain Growers' Associations are arranging for a supply of binder twine at lower rates than the dealers quote.

### MARKETS—Canadian Securities

The Canadian Gazette, London, Eng., says: Canadian securities have risen in value. The crop reports are, of course, chiefly responsible for this optimism, purchasers here realizing the enormous benefit that the Dominion will receive if the harvest proves as bountiful as the present indications hold out to be possible. The fact that the earnings to June 30, are now in most cases known has also helped the markets, inasmuch as they close a very bad period, and one's hopes naturally turn to the future, and leave the past to take care of itself.

Our Liverpool correspondent, under date of July 20th, writes:

"Market here has ruled fairly firm, and there is a good enquiry for Old crop Springs, but the general policy of trade continues the same, that is, to try and get out of stock before the new crop comes on the market. The consequence is that stocks are running down and shipments have become ridiculously small, today's total to the U. K. being only 174,000 qrs., which is, we believe, a record. This is creating a very strong situation for the farmer all over the world. The consumer, however, appears to have unlimited faith that the producer will market his grain as fast as he can at present prices, and if the latter decides to hold, there will be a rush to buy later which may put prices up very high indeed."

### Have Outgrown Their Accommodation

In order to be in a position to handle their large business expeditiously, the Grain Growers Co., have secured offices on Main Street in the Forum Building, next door to the new Imperial Bank and opposite the Ash-down Hardware Co's premises. They have been considerably hampered in their present location through lack of sufficient office space, and, anticipating a large increase in the volume of grain which they will be required to look after during the coming season, have decided to move into larger and more commodious premises.

They will be found in the larger offices after Sept. 1st.

The Grain Growers' Association is a business organization, and has a proper and legitimate purpose—The financial and social betterment of agriculturalists.

Farmers are not begging sympathy, but demanding justice, and are coming out in the open and are taking what of right belongs to them.



# OUR CHARTERED ABUSES

## THE LUMBER JOKE

If there is any product of nature that a farmer may reasonably expect to purchase at first hand, it is the common lumber necessary for the erection of his barns, machine sheds, etc. If anything gathered from the face of the earth today may without qualification be regarded as a "staple article," surely it is the ordinary timber that must enter into the construction of the commonest habitation designed for the accommodation of man, mammal or machine; and yet there are few things which are absolute necessities to civilization that are so hedged about with "protective" strictures in the interests of a combine as barefaced in its operations as any chartered monopoly that ever came before the courts.

Here are a few FACTS for the farmer to assimilate before he makes his next deal with the lumber man. From \$8 to \$10 per thousand feet (or about 30 per cent) is the normal profit figured on by the local retail man. This is a pretty tall profit on a "Staple" even if the farmer gets what he believes he is paying for—but he doesn't. The number one common a dealer buys from the mill is not always the number one common he gives the farmer. The lumberman's system of stock-keeping explains the entire history of the thing—here it is:

He orders from the mill a carload of number one common boards, on the arrival of which every board is gone over carefully and any one grading a little better than number one common is sorted out of this grade and pigeon-holed in a compartment—"selects" or "finishing". On this selected material the dealer realizes from \$20.00 to \$30.00 per thousand feet and it is safe to assume that a dealer will endeavor to boost every board he possibly can from common to uppers. This is considered quite legitimate and a very important feature of the retail lumber business, especially by line yard concerns.

The farmer will gather from this process that if he received the lumber first hand from the mill, out of common he could select his cornice boards, outside casing, and jambs whereas he now buys these from the retail dealer under grades of select and finish at an exorbitant advance. This abuse is sugar-coated with the term of "culling" and the lumber trade enjoys the distinction of being the only "staple" industry that is manipulated in this way.

Prices are fixed throughout Manitoba, Saskatchewan, and Alberta by the Secretaries of the Provincial Retail Lumbermen's Association, who are closely related with the combine of the wholesale men. If a retail dealer offers any serious objection to the rules set forth by the combine, he is reported to the Secretary and if he still proves refractory, his license is revoked and his source of supply cut off. In other words, the Secretary of the retailers' combine reports the dealer to that of the wholesalers who are placed under penalty of being boycotted by the men in the retail ring if they or any individual of the combine dares to supply the offender with goods.

Further; the number of yards in each town is regulated by the combine, and these locations are sold at from \$25.00 up to as high as \$200.00 according to the location. They are frequently the subject of a purely speculative purchase to be resold at a handsome profit to a second party. Possibly the reader may have in his own town one or two yards that undoubtedly are in the combine. An enterprising lumberman steps off at the town; sees it is a growing centre of population. He has money and with the object of making some more, would start a lumber yard. If he is not familiar with the combine, he will make the usual inquiries. When he comes to the vital business of buying his lumber from the mills, he finds he is up against a stone wall, as his inquiry after

being looked into by the mill man is turned down because of the fact that he is not a member of the combine and also because the combine have the sole arbitrament as to how many yards there shall be in the Province. The combine also dictates the price at which lumber shall be sold to the farmer, and in so doing annihilates competition. The lawyers may quibble about it as they will but it is a clear case of "restraint of trade" if ever there was one and a deliberate hold up of the entire farming community.

That this combine has for years seriously retarded the improvement of the country, goes without saying. The farmer has waited for years with the patience of an ox for the price of lumber to come down while the combine has been actively employed in putting forth every conceivable effort to keep it up. "The Grain Growers' Guide" advises every farmer to anticipate his wants in lumber as far ahead as he can. If he will, he can easily defeat the genius of the combine. Get in touch with or form your own "combine" with one or more neighbors so that together you are able to handle a car-load or more. If you have any difficulty in obtaining a car-load direct from the mills from which you can "cull" your own finishings, etc., write to the "Grain Growers' Guide." It can help you here to some wholesome advice and may at least point you to a means whereby you may procure this product untampered with by any middleman and at probably a reduction of one-third of the price you have been paying.

## THAT OAT CORNER

(From the "Commercial.")

Exchanges to hand from almost every point in the three provinces have something humorous to say regarding the attempt to corner "rejected" oats. A large number express sympathy for the grain dealer. But there is not much sympathy towards the party or parties who "backed" the project. Here we have a conservative bank—all banks are of course conservative—advancing thousands of dollars of the depositors' money in the most risky speculation, and at a time when hundreds of honest and responsible manufacturers and merchants are struggling to tide over legitimate, healthy enterprises. They cannot get money, but the gambler can.

Millions of dollars of Canadian money are always available for stock gambling in New York—one million to this man, two million to another, and so on. When a slump comes who suffers? The men the banks were chartered to assist. We understand a large number of business men could have been given considerable assistance with the amount lost in the recent oat corner.

There is surely room for a change, and it must come soon. The longer the system of the present day is allowed to go on, the harder it will be to control it and put it on a more sensible, fair and honest basis. There are more ways than one of bleeding the people, and in principle there is not much difference that we can see between taking money out of a man's pocket, and preventing him from putting money in, and the latter is what a bank does that refuses accommodation to a reliable merchant and sinks and loses it in questionable and unreliable deals, as has been shown through the failure of the Ontario and Sovereign banks, to say nothing of a few smaller banks in Quebec.

Ed Note:—A prominent business man stated in a recent conversation that his Bank refused him credit to tide him over the present stringency on the ground that their capital was taken up in carrying the lumber trade, thus contributing towards maintaining lumber at a high level of price by enabling the combine to carry their stock of lumber. Thus it goes, one Bank after another has its capital tied up in one form of gambling speculation or another, and legitimate business and sound and normal development is allowed to languish for want of necessary medium of circulation. What the Commercial says as to its effect on reliable merchants applies with equal force to reliable farmers.

# BANK STOCK

## IMPORTANT ANNOUNCEMENT

**WE WISH** to inform Western Farmers, Workingmen and Merchants that we have been appointed by THE HOME BANK OF CANADA, sold agents for selling their stock in Western Canada. At present almost all the stock of our Banks is owned in the East. We want to give Western men a chance. The great bulk of the business of our Banks is done on the money deposited in them. The common people, farmers and workingmen, contribute the greater bulk of these deposits.

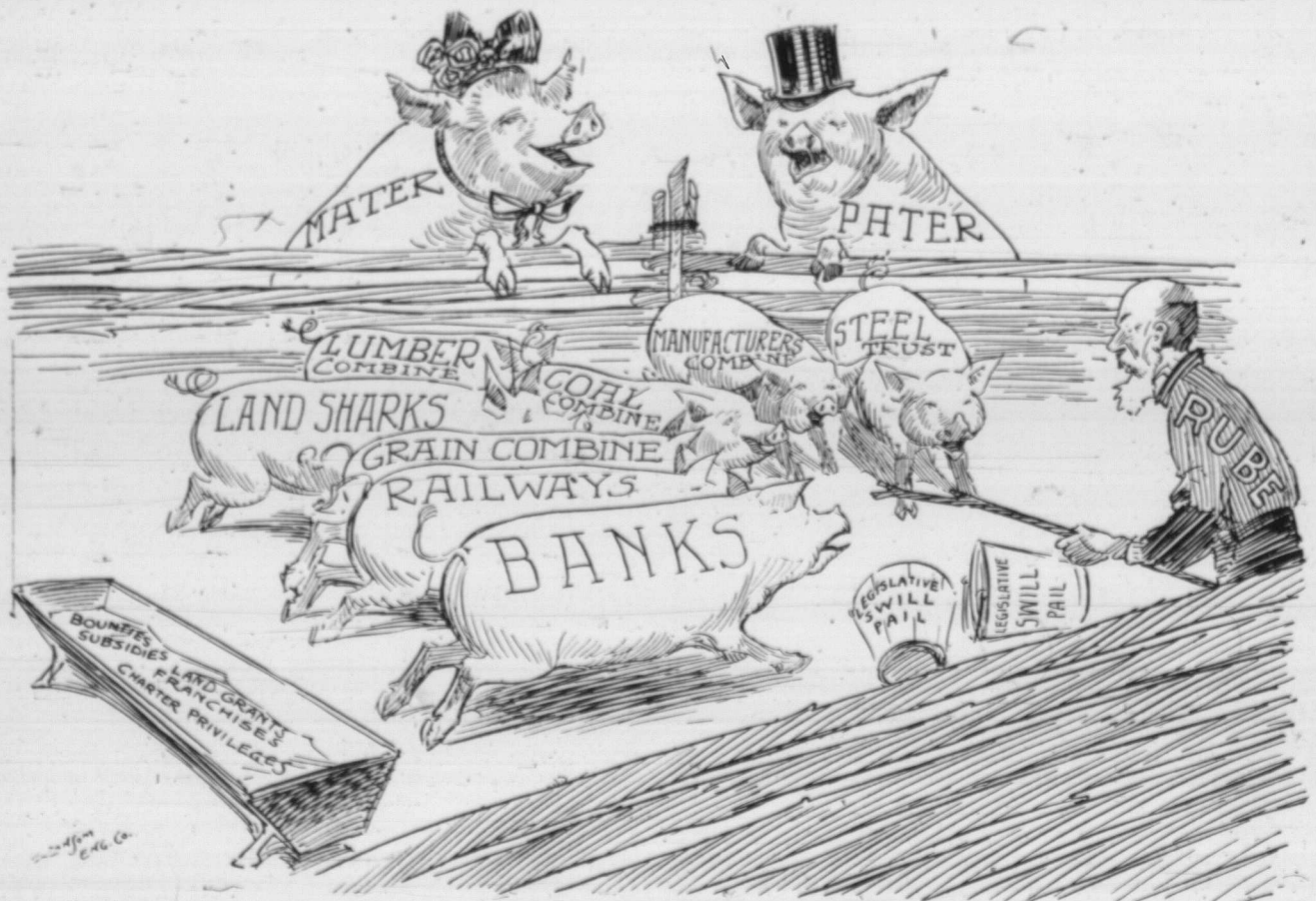
**Our Purpose.**—To make THE HOME BANK OF CANADA THE GREAT COMMON PEOPLE'S BANK.

**Our Plan** is simple. 1st: To get every farmer and workingman in the West, who can afford it, TO BUY AS MUCH HOME BANK STOCK AS HE CAN, and, 2nd: To get every farmer and workingman wherever possible TO PUT HIS MONEY, WHEN HE HAS ANY TO DEPOSIT, IN THE HOME BANK.

**The Result.**—The strongest Bank in the west, which will have regard for the interests of the common people and no particular class, and a Bank also that will pay good dividends upon its stock. Bank stocks are profitable investments. See our Prospectus for fuller information. Get busy. Use your head and think this out. Then turn that money you have deposited in your bank into Home Bank Stock where it will earn good money. Read our Prospectus, and write us for information.

## Grain Growers' Grain Company

Winnipeg - Manitoba



NOW WILL YOU BE GOOD, REUBEN?

Pater—"Shame on you children, to worry old Reuben so. You know someone must provide the swill."

The Children—"Yes, but he needs a scare to keep him in his place. It seems he has been finding fault with us and wanting to restrict our food supply."

Mater—"Sweet children, the pater is right. I often chide him for being too indulgent to you, but whenever he is out you get the best of treatment from me. But you know that while we have no respect for Reuben we cannot do without him."



# THE ANNUAL MEETING OF THE GRAIN GROWERS' GRAIN COMPANY

The second Annual meeting of the Shareholders of the Grain Growers' Grain Co., was convened in Trades and Labor Hall, Winnipeg, Tuesday, July 14th, at 10.30 a. m., and was largely attended, some 150 shareholders, from as many points in Manitoba and Saskatchewan, being present, nearly all of whom held proxies from a group of members in the district they represented, so that fully 75 per cent. of the subscribed shares were represented at the meeting—a remarkable showing when we consider that those shares are held by at least 2,500 individual members scattered all over the three provinces. No better evidence could be given of the live interest taken in the operation of the organization. The report presented by the directors giving in detail the operations of the Company was eminently satisfactory.

The President, T. A. Crerar, occupied the chair. Secretary-Treasurer, D. K. Mills, acting as Secretary of the meeting.

Minutes of the last General Annual Meeting, July 16th, 1907, were read by the Secretary, and unanimously adopted.

On motion of W. H. Bewell, seconded by W. Simpson, the following committee of five was then named by the President to examine credentials and arrange proxies:—N. E. Baumunk, Dundurn; D. W. McCuaig, Portage la Prairie; J. G. Moffatt, Souris; F. Graham, Melita; D. K. Mills, Staff. This Committee then retired and W. H. Bewell was appointed to act as Secretary during the absence of Mr. Mills, with the Credential Committee.

## PRESIDENT'S ADDRESS

Mr. Crerar addressed the meeting as follows:—

According to the order of business we have adopted for our Annual Meeting, I will proceed to give you, in as brief a manner as possible, a few remarks dealing with the most important feature of our year's work. At the commencement I would ask your indulgence for any lack of clearness there may be in my remarks. I can assure you my experience in an affair of this kind is very limited, and I naturally feel a little embarrassed in presenting for your consideration the report of the second year's business of the Company. I can only restate what I said before our Secretary came in, that we are very pleased indeed to see such a large number here today, considering the circumstance which has arisen in the conflict of the dates of the Brandon and Winnipeg fairs. It augurs well for the success of the Company to see such interest displayed, as the presence here of so many shareholders indicates.

I have said at different times, that the most important thing, it seems to me, to insure the absolute and certain success of the Company, is the direct personal interest of each shareholder throughout the country. The feeling unfortunately exists among the farmers in some localities, and I believe is even shared by some of our shareholders, that this Company is not their Company. Discouraged by the failure of farmers' organizations in the past, and suffering from a lack of self-respect, and of regard for the dignity of their occupation, they unconsciously look upon this organization, as the Company, of a few men who happen to be at the head of it, and not as a great co-operative movement of their class designed to improve economic and social conditions. As far as I am concerned I desire above anything else, that each one of our shareholders should feel that he is in an important measure personally responsible for the success of the organization he has helped to create and develop, and to feel that success depends not altogether in the

getting of an additional cent or two a bushel for our grain, but the building up of an enlightened public opinion among our farmers, which will show itself in an effort to usher in just and equitable laws where class legislation now holds sway, and will also show itself in the pursuit of those things which make for the uplifting and the happiness of humanity. Let me repeat, that in a Company such as ours, the direct interest of the shareholders in its affairs and business is of the greatest importance. Guarantee to me that interest and I will guarantee the full and certain success of our movement.

In dealing with the year's operations I will, as nearly as possible, take the events in the order in which they have taken place. After our Annual Meeting a year ago, everything went along smoothly for a time, and while the crops were late and prospects for a favorable harvest were not as bright as they might have been, we had no reason to think that we would not be in a position to handle the grain consigned to us, and that we would not get our share of it. As you no doubt remember, our business at that time was done through the Bank of British North America. Toward the end of August we received an intimation from them, without any warning whatever, that they wished to close out our account. I may say frankly that I am at a loss to know why they did this. The security we had to offer for our line of credit was unquestioned and we had certainly been a good customer of the Bank in the year that was past, as those of you will know who have seen the Auditor's report for our first year's business. It has been hinted, possibly with a great deal of truth, that away down hidden somewhere there was a reason in the hostility of interests which were and are hostile to the effort being made by the farmers through their own Company, to cheapen the cost of getting their chief product from the producer to the consumer, and to do away with the great loss the present system of marketing our grain entails. We do not know that in the stormy period of trouble with the Exchange eighteen months ago, influences were at work to destroy if possible the connection we had at that time with our Bank, and rightly or wrongly we naturally suspected when our credit was cut off that the old influences were effectively showing their hand just as we were entering into the movement of a new crop. Be that as it may, this was the condition of affairs your Directors were called upon to face.

About this time Mr. Machaffie, who was manager of the Bank of B. N. A. during the period we had been doing our business there, severed his connection with it, and shortly after assumed the management of the Home Bank, which was opened up for business a short time before. It is a matter of congratulation to us, that when Mr. Machaffie assumed this position one of the first accounts he sought was that of the Grain Growers' Grain Co., and the danger and difficulty we feared we were entering upon with respect to our financing was removed almost as soon as it had commenced. While the Home Bank, upon which I will have more to say later, did not rank among the oldest and wealthiest in our Dominion, they nevertheless gave us a Bank credit, sufficient to enable us to compete on even terms with any of our competitors, and at a cheaper rate of interest than practically any of them were getting.

The shortage of money last fall had a very depressing effect upon the whole trade conditions. I am not going to enter into any discussion as to its cause further than to say that if it could be traced it would be found to be the result of a combination of causes or conditions, the

product largely of our insane commercialism. One result of it was (on account of the restricted credit and higher prices for grain), a reduction in the amount of advances given on cars, and for the period of a few months the refusal of advances to those farmers who wished to hold their grain at Fort William. Another was a slight change in the conditions surrounding the sale of car-lots. Heretofore delivery on sales could be made when the inspection certificate was received and attached to the bill of lading.

This method ceased last fall, and under new condition sale or delivery could only be made upon Warehouse Receipt. When a car of grain was unloaded in the terminal Elevator, the Bill of Lading had to be surrendered and the freight paid. A Warehouse Receipt for the amount of grain unloaded was then issued by the terminal warehouseman, and the grain was in a position to be sold. The introduction of this system increased very materially the amount of work in the office, and, in addition, tied up a considerable sum of our money in paying of freights before the grain was sold. Another outcome of this was the delay in making sales. Farmers in the country who could formerly sell their stuff any time they wished after it was inspected, could not understand the delay of making a sale until after their grain was unloaded.

Another matter upon which a word of explanation would be in order was the delay which occurred for several weeks last fall in getting out adjustments after sales had been made. In the first year's business the Company handled 2½ million bushels of grain. This year it has reached within a few thousands of 5 million. Though the total crop of last year was a great deal less than the year previous, we expected there would be a considerable increase in the amount of grain we would get, over that handled in the year which had closed. We did not, however, expect anything like the extraordinary amount that poured in upon us when the crop commenced to move. The result was that we had not a sufficient staff to handle the work as expeditiously as it should have been at this busy season of the year clerks familiar with the business are not easily available. New men taken on had to be instructed in the work. In addition, we were handicapped by lack of room in our offices.

The result was as I have stated, that despite everything we could do, we got behind in our work, and considerable annoyance was occasioned some of our shippers on account of this. Where this explanation of delay was given, I am glad to say it was willingly accepted.

I cannot speak too highly of the effort put forth by our staff to keep pace with the work, the important members of it being in the office every day for practically three months until eleven and twelve o'clock at night. We could not have had a more loyal staff nor one which took a keener personal interest in their work.

Last fall there was a large amount of frozen wheat in North-Western Manitoba and Northern Saskatchewan. A good demand for it existed in Ontario and Eastern Provinces for feeding purposes. As the result of a letter in Eastern papers from Mr. McKenzie, Secretary of Manitoba Grain Growers' Association, we received several hundred enquiries for it, and were successful in making quite a number of sales. In this respect it was extremely difficult to compete with the dealers who were buying it through their elevators by wagon load from street, at often from 15 to 20 cents per bushel under its track value. There were many complaints also from the East as to the quality of the stuff they were getting down there. A strong suspicion existed, that in passing through the Fort William terminal elevators, screenings from other grain was mixed with the frozen wheat, and shipped out as feed. This fact was borne out by Mr. Blain, the representative, I think of Peel county, in the House of Commons, who took the matter up there

early last session and asked the Government to forbid the importation of Manitoba frozen wheat into Ontario, for the reason he claimed, that it was flooding the latter Province with fowl seeds. It was a singular fact often noted, that our frozen wheat last season was remarkably free from fowl seed, accounted for largely by the fact that it came from the newer districts where these seeds have not as yet got a foothold. It serves to illustrate very clearly the urgent necessity there is of having our terminal elevators owned and operated under Government control instead of by private Companies or Corporations, a method which would increase the value to the producer and work a hardship to none.

During the past year we have kept in touch with the Old Country markets by frequent exchange of cables with buyers there. In keeping in touch with the Old Land markets we felt we were working along right lines, even if we were unable to engage to any great extent in an export business. As you no doubt know, the margin of profit in exporting grain, for a period of several months, during the past season was very large. In the period of extreme stringency only the favored few who could control the purse strings of at least some of our banks could export grain, and under the condition I have mentioned it is not difficult to understand the immense profits they no doubt made. This condition of affairs which existed last fall shows very clearly the absolute necessity of our Company being equipped with the necessary capital to enable it to go into the exporting of grain when such conditions warrant it, or for that matter at any time. I would like to point out, however, that even the possession of sufficient capital will not remove all the obstacles in the way of our building up an export trade. A commission firm such as ours, is compelled from the nature of its business to gather its grain for export upon the basis of track prices. Who would be our competitors? The elevator interests who through the monopoly of storage facilities, which they enjoy in the possession of their gathering elevators throughout the country, buy more than 50 per cent of our total grain product at an average easily of 6c a bushel under the price at which we could collect it from car lots. They could thus undersell the dealer who did not possess the same advantage which they possessed, and still have a good margin of profit on their turnover. There is a rapidly increasing number of farmers and business men and even a stray grain dealer who believe that the remedy will be found in our Provincial Governments acquiring and operating all storage facilities in the way of elevators and warehouses. This would cheapen very materially the cost of getting our stuff upon the market. It would enable the farmer to place his product upon the market in its best condition, doing away with the necessity of paying a couple of hundred thousand of dollars in freight to Fort William annually, upon a couple of million bushels of dirt, and moreover would place all interests upon an even level in the handling of the grain, thus creating an active and lively competition. While we have successfully exported several small shipments during the past six months, I may frankly say I do not see, on account of the reasons I have already given, any prospect for the Company developing much of an export trade during the coming year.

There is another matter which the Company has taken up during the past year which was not touched during the first year's business. I refer to the pressing of claims upon the railway companies. If our business grows as conditions seem to warrant that it will, it will require to be highly organized. With this in view we have organized in our office the nucleus of a Claims' Department, and placed one of our clerks in charge of it. Under the laws governing our Railways Companies the latter have to deliver to the terminal elevators the amount of grain, a farmer loads into a car, and also leave the car in a suitable condition to receive grain.



Leakage of grain often occurs in transit, either through wreck or otherwise. The weight at Fort William being official cannot be disputed. If a farmer can furnish reasonable evidence of the quantity of grain he has loaded, and it should turn out less when unloaded, we can succeed as a rule in getting his claim settled satisfactorily. The Company purposes taking up these claims energetically during the coming year, but our farmers must recognize also, that before we can press a claim, we must have reasonably good evidence to support it. I might add that we have collected for our shippers, in this way \$1950.85 confined practically to the last six months.

The increase in the number of shareholders during the year just ended was 1079, and the total number of paid shareholders is now 2032. In addition we have application on file from about 1200 other farmers, who purpose becoming shareholders, in good standing during the coming fall. While the increase is not as rapid as we would have liked, it was perhaps as good as could be expected under the adverse conditions of last year. During the past months there has been a steady awakening of interest among Western farmers. If each shareholder could do a little work in his own district as opportunity offered, I feel certain it would have a wonderful effect in increasing the membership.

I do not purpose at this stage, to deal at any length with the Auditor's Report, a copy of which will be placed in your hands at the close of this session. The practice was adopted last year of having the shareholders' auditor outline it to the shareholders assembled, and to offer what criticisms he saw fit upon it. I think that was a good idea, and, in accord with it, Mr. Bevell, your auditor, will discuss the present report this afternoon. I would like to draw your attention, however, for a few moments, to a few features of it. You will notice that the total expenses for the year's business adds up to a little over \$32,000. In this is included over \$5,000, spent in organization and educational work during the year; also \$2472.00 of the original organization expense which was taken out of capital account at the commencement of the Company, and which was decided a year ago should gradually be restored out of profits earned. In addition, there is charged against expense a small amount for depreciation in value of office equipment. While the expense was heavy, the profits are also large and amount to the gratifying sum of \$30,190.24. You will notice that the gross revenue of the Company is considerably over the revenue derived from the one cent a bushel commission. This is accounted for by the profit made in shipments to the Eastern Provinces, and the Old Country of stuff bought on the Exchange by Bank interest saved, and by storage saved to the Company in the terminal elevators. The disposition of this large profit is a matter which you should consider very carefully. While that matter properly lies with the Directors they are anxious to have the opinion of the shareholders upon it. The surplus is sufficient to pay a stock dividend of \$10.00 upon each share, and in my judgment this is the thing that should be done.

You will notice also, what you have already no doubt learned in a public way, that your directors have made a heavy investment in Home Bank Stock, the result of an agreement reached with the general management of that Bank. This agreement, briefly, is that the Grain Growers' Grain Co., are appointed sole brokers to sell a large block of the Bank's stock to Western farmers, working men and merchants. We receive a commission on the sale of this, sufficient I think, to bear the expense of placing it. In return we are assured of a much more extended line of credit from year to year as our business and requirements grow. Another satisfactory fact, as illustrating the attitude of the Bank toward us, is that Mr. Kennedy, our Vice-President, was a few weeks ago elected a Director of the Home Bank. As our business

expands a secure banking connection is of the most vital importance to its success. Under our Canadian Banking laws, our banks are granted valuable special privileges upon the assumption that they are necessary to our country's progress and development. The Government Bank returns indicate very clearly that by far the greater part of the business of our banks is carried on upon their deposits, and it is a generally accepted fact that the greater part of these deposits are placed in our banks by our working people and farmers, in other words the people who save. If this is true—and it is not disputed—it follows, in the light of our past experience, that the money so deposited is frequently loaned to interests, who being the beneficiaries of monopolistic privileges in some form or other, turn around and use it to exact an unreasonable profit of the great plain people, who in reality have furnished it to them. We in the West have the power to remedy this as far as we are concerned, simply by large numbers of our people taking stock in this bank, and also, what is just as important, concentrating our deposits in it. Being in a large measure our own bank it will naturally have regard for our requirements rather than the requirements of grasping corporations. Investment in this bank stock is safe, and yields good returns, as a glance at the immense profits made, by other banks will well testify. Quite a number of our farmers have already taken stock, and many more have stated their intention of doing so, as soon as they are in a position to take it up. I feel that you will all realize the very great importance of this action, and I cannot urge all our shareholders to strongly to cooperate and assist in carrying it to a successful issue, as far as it lies in their power to do so.

In conclusion I might say that we regard the outlook for the Company as very promising. However, we must bear clearly in mind that there are still those interests who would delight in nothing more than in our failure and destruction. A great many improvements require yet to be made in our system of handling grain. The struggle for the bringing about of those reforms is not by any means accomplished. As a great class of farmers, composing the most important factor in the progress and development of our Country, we must learn the lesson that we must organize and work together to secure those legislative and economic reforms necessary to our well-being. We have only to look around us to see the high state of organization reached by other interests, such as bankers, lumbermen, manufacturers, railways, working men, grain dealers, and on through the end of the chapter, in practically every department of human activity and human endeavor. The success that has attended this organization is positive proof that as farmers we can organize and co-operate successfully in doing our own business. I need not urge upon you here the urgent necessity of getting every farmer possible, who has not yet done so, to join the Company. In order to carry out the purposes for which the Company was designed we must have increased capital, which comes with new members, and we must also have the safety and solidarity which a large number of wide-awake shareholders give.

Before closing let me remind you again that we must not in the day of our prosperity forget that there are many wrongs to be righted, and that true happiness and success in life cannot be measured by the wealth we acquire. In the mad, debasing struggle for material riches and pleasure, which is so characteristic of our age, we often neglect and let go to decay the finer and higher side of our nature, and lose thereby that power of sympathy with our fellows, which finds expression in lending him a helping hand and in helping in every good work which tends to increase human happiness and lessen human misery. In keeping this in view, we keep in mind that high ideal, which will make our organization not alone a material success, but also a factor in changing





\$3787.33 as against \$10952.45 the preceding year. This is accounted for by the free trading privileges enjoyed by the Company during the past year, in comparison with the restricted privileges under which they operated during the greater part of the previous year while suspended from the privileges of the Grain Exchange. Money saved in this way helps to increase the profits of the Company, and consequently the dividends to Shareholders.

**BANK INSURANCE, POSTAGE, ETC.**—The next item of \$1698.73 represents the cost of sending larger sums of money to farmers lacking Building facilities, in payment for their grain, instead of cheques, which would have incurred exchange costs to the farmer, as well as in many cases delay, inconvenience and frequently expense in going long distances to a Bank to get cheques cashed. This feature of the Company's operations has been found to be very satisfactory to patrons of the Company, and the extra expense incurred thereby would seem to be justifiable.

**ADVERTISING.**—The cost of advertising though seemingly considerable was reasonable for so great a volume of business. The returns from the outlay seem to have been good. The Company hopes through "The Grain Growers' Guide" to add a very effective agency in the advertising department.

**OFFICE STATIONERY, ETC.**—Office stationery must continue to call for considerable outlay, as, if the best and most economical services are to be obtained from office help, the best available office books, forms, schedules, etc., must be called into use. Judicious outlay here means saving in time, and in physical strain on those employed in the office.

**DIRECTORS' FEES AND EXPENSES.**—The Directors of the Company are the free choice of the Shareholders represented at the Annual meeting, either in person or by proxy, and are thus representative farmers of Saskatchewan and Manitoba, who take a deep interest in, and keep in close touch with, the affairs of the Company, and who meet quarterly to consider and advise as to the policy and methods in hand, or in prospect.

**AUDITORS' FEES.**—Auditors' fees includes the exhaustive audit of the books, accounts, invoices, vouchers, financial transactions, etc., of the Company for the year ended June 30th, 1907, also the several quarterly inspections of the business, the preparation of the reports for publication and for Directors' meetings during the past year, and the expert assistance given by the Chartered Accountant in devising methods, business books, forms, etc., adapted to the magnitude and variety of the business of the Company.

**GENERAL EXPENSES.**—The term "General Expenses" includes Business Tax, Grain Exchange Dues and Transfer Fee, costs of Bonds of Officers of the Company, costs of Bonds as Commission Merchants and Track Buyers, Fire Insurance Premiums, Donation to Agricultural College Seed Fair, Translation of Correspondence in foreign languages, Printing President's Address and Auditors' Report for 1907, Printing notices for calling Annual Meeting, and Proxy Forms, Postage calling Annual Meeting and special Postage for return of Proxies, Subscriptions to Market Record and other Journals for office use, Lighting Fixtures, and other minor sundry items of expenditure.

**RENT AND LIGHT.**—Rent and light covers these items for the use of the several rooms necessary for conducting the various branches of the Company's business. During the busy season six rooms were fully occupied.

**TELEPHONE AND TELEPHONING.**—Telephone and Telephoning covers the outlay incurred in this service.

**TELEGRAPHING.**—Telegraphing includes the cable dispatches for keeping in touch with the British markets as well as the Canadian service.

**POSTAGE.**—Postage includes the outlay for postage, in the office and indicates that an average of 150 letters per day were dispatched from the offices of the Company in the transacting of its business. In the busy period on

some days as many as 400 letters were sent out from the office.

**CLEANING OFFICE.**—Cleaning office covers the pay of the Caretaker for services during the year.

**EDUCATIONAL CAMPAIGN.**—Educational covers a large field which does not properly come under either the carrying on of the handling of grain, called "Operation" expenses or the outlay incurred in building up the Company, securing additional Shareholders, etc., termed "Organization" expenses, but deals specially with the dissemination of information to farmers generally through the printed page and otherwise. This item includes the cost of several pamphlets and circulars dealing with prevailing conditions and advocating Government ownership of Elevators, amendments to the Grain Act, Inspection Act, etc., etc. The cost of halls, travelling and other expenses of Messrs. Kennedy, Crerar, Partridge and others while engaged in this special work, including conferences of the Grain Growers of the three Provinces to secure uniformity of aim and operation, and much other work of general information along this line. The outlay incurred under this head, while not immediately revenue producing, is of great advantage to the entire farming interests. The seed thus sown will surely produce an abundant harvest in vastly improved conditions, and is a faithful attempt to attain to one of the ideals which the founders of the Company had in view, viz., a systematic dissemination or diffusion of clear and definite information relative to farm life, and an attempt to place the farmer in his rightful position, the equal at least of those in other walks of life, in intelligence, in hope, and in comfort.

**ORGANIZATION COSTS.**—"Organization Expenses" in a Company corresponds with the money a farmer invests in his farm, in building and other improvements, or to the cost to a manufacturer of his plant and equipment. During the first year the Company spent in "Organization" the sum of \$7237.17, (which amount was properly spread over the first three years of the Company's operations for payment—one-third being paid on June 30th, 1907, one-third was paid on June 30th, 1908, and the remaining one-third will be paid on June 30th, 1909). During the past year a further sum of \$2766.48 has been expended in organization, all of which was paid on June 30th, 1908. Hence the total cost of the establishment of our Company up to June 30th was \$10,003.65, of which amount \$7591.26 has been paid from profits earned, and returned to Capital account, and the balance of \$2412.34 is to be paid and returned to Capital account at the end of the present business year.

**DEPRECIATION ON FURNITURE, ETC.**—Following the usual custom an allowance has been made for wear on office furniture, fixtures, etc.

**BAD DEBTS.**—Under this heading are placed certain debts due the Company of which at the close of the year there seemed to be some doubt as to payment. Later information, however, indicates that a considerable portion of this amount will be paid during the current year.

**INTEREST AND EXCHANGE.**—This small item covers sundry charges by Banks at a few points where special Banking facilities were secured.

The gross earnings of the Company for the year were \$62,571.88. The amount expended for all purposes, including one-third of first year's organization outlay, was \$32,381.64, leaving the sum of \$30,190.24 as the net profit of the year's business. This result is very satisfactory indeed, and should do much to establish the fact in the minds of all, that the Grain Growers' Grain Company is a real success. That success is the result of a happy combination of circumstances, among which may be noted the thoughtful care, energy and enthusiasm of the Manager and Secretary, the broad, manly, aggressive, yet well devised policy of your President and Vice-President, in which they received the hearty support of your Directors, the loyalty of the office staff to the Company's interest,

the liberal support of the farmers in their consignments of grain, and to the loyal and friendly attitude of the Manager of the Home Bank, whose consideration of the interests of Western Farmers has thus been shown to be such as should secure for him the hearty appreciation of the Grain Growers of the West.

The profits earned, over the cent a bushel commission, were all legitimate and proper, and occasioned no loss whatever to any shipper. As an instance, a large profit was made on grain exported to the British market, and on sales made in Ontario, the grain for these purposes being bought largely on the Grain Exchange. While not exporting extensively, as might be desirable, if sufficient capital were available, yet some very satisfactory shipments have been made to Great Britain.

The work of the office during the past year was greatly increased on account of the wide diversity of grades, these ranging from "tough two feed" to "one Northern", there being very widespread disappointment as to grades. The changes in, and additions to the grades also tended to complicate the situation, and increase office work. While the officers in charge faithfully endeavor to secure the proper grades, and generally the most favorable conditions for the patrons of the Company, yet it must be borne in mind that when these officers have used their best endeavors on behalf of the Farmer, they have done all that can be done, as the Officers of the Company have no voice whatever in fixing the grade, weight, dockage, etc., of any grain.

Though many of the chief difficulties of the preceding year were not in evidence during the year just closed, yet difficulties arose during the year which interfered with the prompt handling of grain. As a case in point, by a new regulation grain was not available for sale until the Shipping Bills had been surrendered and replaced by Warehouse Receipts after the grain reached Fort William or Port Arthur. This caused much delay in sales and settlements.

Shipments of low grade grain to Ontario were hampered by the difficulty in securing cars at lake points to carry grain East.

Wide fluctuation in prices throughout the season was also an element of uncertainty. The high prices early in the season encouraged farmers to hold their grain in the hope of a renewal of such prices; too often to be disappointed.

Bulkheaded cars were also a feature of the last season's shipment. Many cars contained two or three, and some even four compartments, differing in grade, or in ownership, or both, and in which frequently the ownership of the grain in each compartment was not clearly defined. This greatly increased the work of the office and the liability to error. An examination shows that out of 698 cars of grain received over the C. P. R. between Jan. 1st and March 31st, 77 cars contained bulkheads, or over 11 per cent, and that out of 483 cars received over the C. N. R. during the same period 135 bulkheads, or over 27 per cent.

The blockade in Port Arthur yards last spring before the opening of navigation caused farmers' settlements to be greatly delayed, often from four to six weeks.

In addition to the ordinary business of handling grain, and the special work already referred to as included under "Educational Campaign" and "Organization Expenses," our Company has taken up several lines of work, which, though requiring considerable expenditure of time and money, are clearly in the interest of the Western Farmer.

For instance, it has given substantial aid to the establishment of "The Grain Growers' Guide," published under the auspices of the Manitoba Grain Growers' Association. It is a periodical devoted to farmers' interests, owned and edited by Farmers, and expressing Farmers' views from a Farmer's standpoint. Its function will be to unite Farmers for their mutual protection and

benefit; set forth prevailing conditions and seek to improve them; keep its readers accurately informed on all matters and movements of importance to them as Farmers; furnish a real medium of communication for the exchange of ideas and information between Farmers, and build up so far as may be an enlightened public opinion on economic and social questions. The needs and interests of the Farmer are of such magnitude as to demand a paper, the policy of which shall be directed by Farmers. The "Guide" seeks to supply this demand and under the guidance of Farmers so well informed as to present conditions as are Messrs. R. McKenzie, Secretary of the Manitoba Grain Growers' Association, and E. A. Partridge, the first President of the Grain Growers' Grain Co., "The Grain Growers' Guide" should receive the hearty support of every Farmer in the West.

Your Board of Control has devoted much energy and thought with a view of securing ample and permanent Banking facilities commensurate with the ever growing business of the Company. In securing the exclusive privilege of placing a large block of Home Bank Stock amongst the Farmers of the West, it would seem that they have succeeded in bringing before the Farmers themselves the opportunity of securing for our Company such Banking facilities as are necessary to insure the permanence of the Company. If the Farmers of the West will, during the next few months take up the stock of the Home Bank now offered them, in such amounts as they may, they will not only secure a good investment for themselves, but will also place our Company in such financial standing as to be able to cope with all opposing influences. The Bank is now friendly, and as Stock is taken up by the Farmers the interests of the Bank will become more and more closely interlinked with the interests of the Farmer.

Recently your officers have been giving special attention on behalf of its Patrons to the matter of claims, for shortages and over-charges, against the Railway Companies. About seventy of such claims have been handled. Forty-two of these have been paid, ten were found to be without proper evidence to support them, and the remainder are still pending. This, while entailing much additional work and though bringing no immediate money return to the Company, is of decided benefit to the Farmer, and eventually will be of much value to the Company, both as an evidence of its liberal attitude towards its Patrons, and in spurring the Railway Companies to greater carefulness in entering charges, etc., upon carloads of Farmers' grain.

In addition to claims for shortages and overcharges referred to, this office has also collected about forty claims for car-doors furnished by Farmers themselves when loading their grain.

Adjustment of tariffs at certain points where these were not consistent with regular rates; pressure on Railway Companies to retain Agents at points where they were about to be withdrawn, or to place them at points where none had been placed previously; inducing the C. N. R., to adopt an improved form of Shipping Bill, and keeping closely in touch with the British market by cable, are also among the many matters of interest to which the officers of our Company have given their careful attention, and with considerable success.

An extension of our Company's operations requires a larger Working Capital, and in closing this report I can do no better service than to draw the attention of our Shareholders, and indeed of Farmers generally, to this important matter.

Respectfully submitted,

W. H. BEWELL,

Rosser, Aug. 1st, 1908.

Shareholders' Auditor.

After certain details arising out of Mr. Bewell's report had been answered to the satisfaction of the quer-



ists, on the motion of W. Simpson, seconded by W. W. Hayes, the report was unanimously adopted.

Mr. E. A. Partridge then addressed the meeting on the prospective aims of the movement and the policy that should guide the organization in future.

(A verbatim report of Mr. Partridge's address will appear in our next issue.)

### D. W. McCUAIG'S ADDRESS

Mr. McCuaig, President, Manitoba Grain Growers' Association, then spoke. He said:—

Mr. Chairman and Gentlemen: It affords me extra pleasure this afternoon to see the enthusiasm of this meeting. After Mr. Partridge's address, which has been listened to so attentively, and in which he has explained so many things to you, I feel it would not be in place for me to take up much of your time. However, I should like to speak a few words, and will endeavor to be as brief as possible.

Mr. Partridge has outlined to you very largely the interior elevator scheme; he has done it so well that it is not necessary for me to spend any time on it whatever.

Now about the terminal elevator situation, we have today all the terminal elevators controlled and operated by men in the grain trade with the exception of the C. P. R. elevators.

We have our representatives from Manitoba down in Ottawa looking after our interests, but we find that all the other interests together, have their representatives there and have had them there for some time, and to the amendments we have been asking to the Manitoba Grain Act and Inspection Act there is a great deal of opposition from all these other interests.

Mr. Partridge referred particularly to the clause in the Grain Act in regard to the distribution of cars. When our representatives were there, only five in number, against all the others, (the grain interests alone having seven there), they presented a statement to that Committee and it was acknowledged by those present that we had the best of it. Why? They all got up and attacked this particular clause and gave a great many reasons why it should be cancelled, pointing out that transportation was delayed so much owing to the delay caused by the farmers loading their grain on the platform.

The representatives of the Bankers stated that some other method must be adopted for distributing cars over this Western country, than the one-car arrangement that is at present in vogue. What was the final result? When our Secretary presented his statement showing that only 13 per cent was loaded over the loading platform, they were knocked simply in the air. What about the other 87 per cent? Our Secretary's statement showed that it took all the way from 10 to 85 days to get cars unloaded into Fort William and Port Arthur from point of shipment, and the Traffic Managers got up very boldly and questioned the correctness of this statement, but because our Secretary was very fair in his statement, giving the number of the car, the point of shipment and the date of unloading, all they had to do was to refer to their own books, and they do not undertake to dispute it now. I tell you they were alarmed when Mr. MacKenzie presented that statement and claimed that it was correct. Now I have a communication from Mr. MacKenzie showing that all those representatives at Ottawa are using other means now; not attacking the clause openly, but taking Eastern members who are not familiar with conditions in the West and abusing their minds by showing them how many difficulties would be in the way if all these amendments were carried out, and Mr. MacKenzie in his closing remarks says it is very difficult to say what is going to be the result. They are near the close of the session and all the members are in haste to get home; our Bill is now coming up and it is very doubtful what the result will be. Now, it is for us in the West here to

be prepared to follow it up; if we don't get everything we want now, we must work until we do.

The situation with regard to terminals is reported by members in the House as indefensible, and it is possible there will be some change. Mr. MacKenzie states also that we will get many Amendments to the Act which will be very beneficial to the Grain growers of the West.

We have felt strongly in the past that there was one great lack in the three Western Provinces, namely, it was impossible to get full information to grain growers throughout the West. Now I am pleased to say that we have made arrangements whereby this will be remedied, and the first issue of "The Grain Growers' Guide" is now out, and I trust that we shall be able to give to the farmers in the West such information concerning Grain Growers' affairs that they may rely on.

Another thing; while that conference went on at Ottawa, one of the traffic managers got up and said that it was not fair for the Dominion Government to enact those laws; that we only represented 10,000 farmers; "I myself," he said, "represent more farmers than that Association does." The question is are the farmers represented by this Traffic Manager satisfied with the representation they have at Ottawa, because if they are not represented by the Grain Growers' Association they are represented by that Traffic Manager.

Mention has been made as to this Grain Growers' Association and this Grain Growers' Grain Co. We are working along the same line, but we have endeavored in the past to keep these two organizations separate. The Grain Growers' Grain Co., is a commercial concern and the Association is not. However, we have sometimes to be connected; so much so that only a year ago the Grain Growers' Association had to render considerable assistance to this Company in order to put it on a good footing, when it was necessary to bring pressure to bear on those that were in authority, to grant to this Company what was due to it, and the Company is securing the benefit from that time up to the present.

We are going to meet this evening again and there will be considerable business to transact and some by-laws to be discussed, and I remember that last year when we had the annual meeting here, it was necessary to appoint Directors. The same thing will apply at this meeting. I should like to make a suggestion right now. At the annual meeting a year ago a large number of names were presented as Directors, and a Credential committee was appointed to take the vote, which was very lengthy work for that Committee, and I would like to suggest that at the present time, we have a Board of Directors that has been in office during the past year; they have done well, and they have had a year's training, and we can shorten the work of the Session very materially by re-electing this whole Board, and avoid having to take a ballot and appoint scrutineers.

Mr. Crerar: Mr. McCuaig has mentioned the work that the Secretary of their Association is doing at Ottawa by placing before the authorities down there facts as to the operation and the distribution of cars. The information that Mr. MacKenzie presented down there, which put him in a position to successfully combat the erroneous impression, was derived from the order books in our office. That is another advantage we have in getting in to this business; we are able to floor these people in argument because we have the facts.

Mr. McCuaig: One of the traffic managers spent considerable time in trying to find out where Mr. MacKenzie got his information.

Mr. R. C. Henders, Vice-President of the Manitoba G. G. Association also spoke at some length and a verbatim report of his speech will also appear in September issue.

### RATIFICATION OF BY-LAWS

The ratification of certain by-laws made by the Directors the past year was then taken up and on motion

of D. W. McCuaig, seconded by W. Kilkenny, it was decided that a poll be taken on those by-laws, rendering same necessary, this poll to remain open till 9 o'clock P. M., that day.

The President explained that open voting would suffice, except as to By-laws Nos. 50 and 51, dealing with proposed legislation.

Moved by John Rigby, seconded by J. Anderson, that By-law No. 47 as read be confirmed.

Carried.

By-law No. 49, passed at a meeting of the Directors, July 13th, 1908, empowering the directorate to arrange a line of credit of one million dollars.

Moved by F. W. Green, seconded by J. H. Mooney, that By-law No. 49 as read be confirmed.

Carried by standing vote.

Moved by W. Simpson, seconded by A. Rankin, that By-law No. 48 as read be confirmed.

Carried.

The matter of By-laws Nos. 50 and 51 covering proposed legislation to be sought, was then discussed and the by-laws read.

Moved by F. W. Green, seconded by W. J. Powell, that By-law No. 50 passed by the Board of Directors of this Company is hereby confirmed and that an application be made as soon as conveniently may be, for Supplementary Letters Patent to be issued to this Company, embracing any and all the matters and things and powers set out in the said By-law.

Carried.

Moved by W. H. Bewell, seconded by W. F. Miller that By-law No. 51 passed by the Board of Directors of this Company be, and the same is hereby confirmed and that an application be made as soon as conveniently may be, for a special Act of the Legislature of the Province of Manitoba, embracing any and all the matters and things and powers set out in the said By-law.

On motion of E. A. Partridge, seconded by W. R. Martin, the poll was opened and the Credential Committee was appointed to act as scrutineers.

On reassembling at 7.55 P. M., July 14th; It was moved by R. J. Blackburn and seconded by W. Simpson, that the old board of directors be re-elected and that the Secretary cast his ballot.

Mr. Partridge and D. Raiton thought that the nominations should be made in the usual way and in deference to this opinion the President retired and D. W. McCuaig took the chair.

An amendment moved by R. M. Wilson, seconded by A. D. McConnell that the directors be elected by nomination and ballot if necessary having been put and lost, the original motion was submitted to the meeting and carried by a large majority.

The Directors and Secretary then retired to hold their organization meeting.

Moved by W. Simpson, seconded by Mr. Holland, that the directors prepare a By-law to be submitted to the next annual meeting providing for the retirement of three Directors each year.

Several Directors expressed their opinion that the shareholders should retain their right to vote out the entire Board at any General Meeting.

The motion was put and lost.

The President then resumed the chair and thanked the shareholders for their appreciation of the services of the old Board of Directors.

Mr. Crerar subsequently outlined the various policies open for the disposition of the profits.

Moved by E. A. Partridge, seconded by Alex. Rankin, that the shareholders recommend to the Directors to make a call of 40 per cent, on the subscribed stock, and that a stock dividend of 133 1-3 per cent be declared on capital paid up 1st May, last, and after considerable discussion the motion was put and carried unanimously.

The poll having been declared closed, Mr. Baumunk reported that 111 had voted in person, out of a possible 147 on the register, and that only two had voted against the confirmation of By-laws Nos. 50 and 51.

The President thereupon declared the above By-laws 50 and 51 duly ratified by the shareholders.

Moved by E. A. Partridge, seconded by F. W. Green, that the Credential Committee and Scrutineers be heartily thanked.

Carried by acclamation.

Moved by D. W. McCuaig, seconded by N. F. Baumunk, that the Directors arrange that in future all proxies be in to Head Office five days previous to the Annual Meeting, and that a Credential Committee of three be appointed to come in three days before the Annual Meeting.

Carried.

Moved by W. Simpson, seconded by H. Graham, that Mr. Bewell be appointed the Shareholders' Auditor for the coming year.

Carried.

### MORNING SESSION, JULY 15, 1908

Business was resumed at 9.20 A. M., when Mr. John Kennedy addressed the meeting on the Bank proposition, and answered certain questions thereon.

Mr. Crerar also spoke along the same lines and a discussion followed in which E. A. Partridge, John Kennedy, F. W. Green, W. Simpson, M. C. McCuaig, Robert Elsom, I. T. Lennox, N. E. Baumunk, R. M. Wilson and others took part.

Moved by E. A. Partridge, seconded by W. H. Bewell, that this meeting appoint a delegation consisting of Messrs. F. W. Green, N. E. Baumunk, R. M. Wilson, M. C. McCuaig, J. W. Robson, M. P. P., and J. G. Moffatt to wait upon the Manager of the Home Bank of Canada in this City, to suggest that he adopt methods to secure deposits and the honoring of Cheques, where it is impossible to establish Branches.

Carried.

The President named Mr. E. A. Partridge to introduce the delegation.

The Meeting then proceeded to the discussion of the paper proposition, which was followed by a statement from F. W. Green on the subject of Terminal Elevators. Thereafter, on the motion of John Kennedy, seconded by W. J. Powell the annual meeting was formally closed.

The following are the officers and Board of Directors of the Company for the ensuing year:—

#### PRESENT.

President, T. A. CRERAR, in the Chair.

Vice-President, JOHN KENNEDY.

Sec.-Treasurer, D. K. MILLS.

#### DIRECTORS.

I. T. LENNOX, JOHN SPENCER.

ROBERT ELSOM, JOHN ALLAN,

D. RAILTON, M. C. McCUAIG,

E. A. PARTRIDGE.

An Echo  
of Old  
Times.



A Brigade  
Red River  
Carts.



## SPREAD BETWEEN STREET AND TRACK PRICES

There are indications that the wide spread that existed between street and track price of grain for the last couple of years will be maintained by the dealers again this year. Notwithstanding all the efforts of the grain growers associations they have not yet been able to loosen the grip the combination of grain dealers have on the grain trade of this Country. Nor is there any reason to hope that any appreciable relief can be obtained in this direction until the local Governments step in and secure control of the interior Elevators, thus affording an opportunity for independent dealers to secure storage for their purchases of grain in the Country.

The only safeguard grain growers have against the inordinate desire of the members of the North-West Grain Dealers' Association for excessive profits is that afforded by the privilege of shipping their own grain. The provisions of the Grain Act have been considerably improved in this respect at the last session of Parliament, making it easier worked in the interest of the farmers. We have no hesitation in strongly urging farmers to make all necessary arrangements to be in a position to avail themselves of this privilege when they are ready to dispose of their grain, thus saving an item that in the last two crops amounted to approximately 10 per cent of the prices paid on street.

The local branches of the Grain Growers' Association can render valuable service in assisting their members to dispose of their grain to the best advantage. We would suggest that a meeting of each branch be called before harvest and have a committee appointed to see that the provisions of the Grain Act were carried out at their shipping point—wherever practicable, appoint an agent whose duty would be to advise shippers when their car was allotted them; see that cars were properly loaded; keep record of date when car was billed out; when it was pulled out of siding; number of inches grain was loaded above or below grain line; get a daily quotation of prices, etc.

His services could be remunerated by a fee on each car of grain he looked after.

This committee could keep in touch with the station agents and assist them in seeing that no names were improperly placed in the car-order-book. In past years friction has arisen between railway agents and farmer shippers, due perhaps to fault on both sides. We know that the railway officials desire their agents to treat their patrons courteously and in a business-like way. A committee of grain growers could easily smooth things over where difficulty arises, or, if necessary, seek redress in the proper quarters where their representations would invariably receive a courteous hearing.

For obvious reasons cars should be loaded as expeditiously as possible, the aim being in every case to have a car ready to pull out within twenty-four hours of the time it is placed at the platform. Co-operation among neighbors in loading should be encouraged. The grain growers should frown on any unnecessary holding of cars, or any abuse by farmers of the car loading privilege.

The amended Grain Act will not be available for general distribution for some time yet. We give below, for the benefit of our readers, the clauses dealing with the car distributions as they now stand in the statutes.

### DISTRIBUTION OF CARS.

88. At each station where there is a railway agent, and where grain is shipped under such agent, an order book for cars shall be kept for each shipping point under such agent, open to the public, in which applicants for cars shall make order.

89. An applicant may order a car or cars according

to his requirements, of any of the standard sizes in use by the railway company, and in case he requires to order any special standard size of car shall have such size stated by the station agent in the car-order-book, and the railway company shall furnish the size ordered to such applicant in his turn as soon as a car of such specified capacity can be furnished by the railway company at the point on the siding designated by the applicant in the car-order-book. In the event of the railway company furnishing a car or cars at any station and such car or cars not being the size required by the applicant first entitled thereto, such applicant shall not lose his priority but shall be entitled to the first car of the size designated which can be delivered at such station at such applicants' disposal as aforesaid.

90. The applicant or his agent duly appointed in writing shall furnish to the railway agent the name of the applicant and the section, township and range in which the applicant resides, or other sufficient designation of his residence, for insertion in the car-order-book; and each car order shall be consecutively numbered in the car-order-book by the railway agent, who shall fill in with ink all particulars of the application except the applicant's signature, which shall be signed by the applicant or his agent duly appointed in writing.

2. An agent of the applicant shall be a resident in the vicinity of the shipping point, and if the car-order-book is signed by the agent of the applicant the appointment shall be deposited with the railway agent.

91. Cars so ordered shall be awarded to applicants according to the order in time in which such orders appear in the order book, without discrimination between elevator, flat warehouse, loading platform or otherwise. Provided always that a car shall not be deemed to have been awarded to an applicant unless it is in proper condition to receive grain.

92. Each applicant, or agent on being informed by the railway agent of the allotment to him of a car, in good order and condition, shall at once declare his intention and ability to load the said car within the next ensuing twenty-four hours.

2. In the event of such applicant or agent being unable to so declare his intention and ability to load the car allotted to the applicant, the railway agent shall thereupon cancel the order by writing in ink across the face thereof, the word "Cancelled" and his signature, and shall fill in thereon the date of cancellation and shall award the car to the next applicant entitled to it.

3. If the applicant, after declaring his intention and ability as aforesaid, shall not have commenced loading the car within the period of twenty-four hours from the time of the notice to himself or his agent, as herein directed, the railway agent shall thereupon cancel the order in like manner as aforesaid.

4. No cancellation of a car order shall be lawful unless made in the manner in this section provided.

93. At the time a car is ordered the railway agent shall duly enter in the order book in ink.

(a) the date and time when the application is made.

(b) where the car is to be placed; and,

(c) the number of the application in consecutive order.

2. When the car has been furnished, he shall enter in the order book in ink,—

(a) the date and time when the car was furnished;

(b) the car number; and

(c) when loaded, the date of such loading and the destination of the car.

94. The railway agent shall post up daily in a conspicuous place a written notice signed by him, giving the date of application and the name of each applicant to

whom he has on that day awarded cars for the loading of grain, and the car numbers so awarded respectively.

96. An applicant may order the cars awarded to him to be spotted or placed by the railway company at any elevator, or at any flat warehouse, or at the loading platform, or at any siding, or elsewhere subject to the provisions of this Act; and the railway company shall so spot or place cars as ordered by applicants.

97. Each person to whom a car has been allotted under the foregoing provisions shall, before commencing to load it, notify the railway agent of its proposed destination.

98. A car shall not be considered to be furnished or supplied until it is placed for loading as directed in the application in the car-order-book.

99. If there is a failure at any shipping point to fill all car orders as aforesaid, the following provisions shall apply to the application for and the distribution of cars:

(a) Beginning at the top of the list in the order book and proceeding downwards to the last name entered on the list, each applicant shall receive one car as quickly as cars can be supplied.

(b) When an applicant has loaded or cancelled a car allotted to him he may, if he requires another car, become eligible therefore by placing his name, together with the section, township and range in which he resides, or other sufficient designation of his residence at the bottom of the list; and when the second car has been allotted to him and he has loaded or cancelled it, he may again write his name, together with such designation of his residence, at the bottom of the list; and so on, until his requirements have been filled;

(c) No applicant shall have more than one unfilled order on the order book at any one time.

99 A. The Commissioner shall have power in his discretion during a car shortage to direct the railroads to make an equitable distribution of empty grain cars to all stations in proportion to the amount of grain available for shipment from such stations.

99 B. The Commissioner shall have power in his discretion to order cars to be supplied, contrary to the provisions of this Act, to elevators that are in danger of collapse, or in cases where the operator of any country elevator or warehouse reports in writing under oath that some portion of the grain in his elevator or warehouse is heated, and that in order to preserve the same it is necessary to ship such heated grain to the terminal elevator for treatment. Provided, however, that no relief shall be granted in such last mentioned cases as long as the warehouseman has plenty of room in his building for the re-handling of such grain.

"2. Upon granting relief as aforesaid the Commissioner shall submit a report of the facts thereof in each case to the Minister.

100. Nothing in this Act shall be construed to relieve any railway company from any liability imposed by the Railway Act, or to deprive any person of any right of action against a railway company conferred by that Act.

"133. Every one who,—

(a) transfers or sells his right to any car allotted to him for shipping grain, or to be allotted to him for shipping grain; or

(b) purchases, takes over or accepts any assignment or transfer of the right of any applicant entitled to a car for shipping grain; or,

(c) loads any such car which has not been allotted to him by the station agent, or out of his turn loads such car; or,

(d) not being the agent, duly authorized in writing, of an applicant for a car for shipping grain, obtains the placing of a name on the car-order-book as the name of an applicant for a car for shipping grain; is guilty of an offence and liable, on summary conviction,

to a penalty not exceeding one hundred and fifty dollars and not less than twenty-five dollars.

2. One-half of any penalty imposed under this section, with full costs, shall be paid to the person who informed and prosecuted for the same, and the other half thereof shall be paid into The Manitoba Grain Inspection Fund.

SCHEDULE E.

CAR-ORDER-BOOK.

.....	Railway Company.
ORIGINAL.	CAR ORDER. RECEIPT.
	Date .....
	Time .....
Order No. ....	Station.
	To be placed at .....
	Capacity of car .....
	Destination. ....
	Date when supplied .....
	Date when cancelled .....
	Date when loaded .....
	No. car supplied .....

I hereby declare myself, or agent appointed in writing, that at time of making this order I am the actual owner of a car lot of grain for shipment.

Applicants signature .....

Applicants residence .....

(Agent's signature) .....

(Agent's residence) .....

CHANGES IN THE GRAIN ACT

As the printed matter dealing with the amended grain act will not be issued to the public for some time, we give our readers that portion of it which directly affects the marketing of grain at the interior elevators.—Editor.

Section 40 is repealed and the following substituted therefor:—

"40. Nothing contained in sections 34 to 39 of this Act, both inclusive, nor in sections 43 and 44 of this Act, shall be so construed as to permit any warehouseman to deliver any grain, stored in a special bin or by itself, to anyone but the owner of the lot, as upon his written order."

The following paragraph is added to section 51 as paragraph (e) thereof:—

"(e) at the time of delivery of any grain at his elevator or warehouse issue, in the form prescribed by the schedule to this Act, to the person delivering the grain either a cash purchase ticket, warehouse storage receipt, or storage receipt for special binned grain, dated the day the grain was received, for each individual load, lot or parcel of grain delivered at such elevator or warehouse.

The following subsection is added to section 54 as subsection 4 thereof:—

"4. In every case where grain has been delivered at any public country elevator or warehouse, and a cash purchase ticket issued therefor to the person from whom such grain was received by the warehouseman, and should his paying agent within twenty-four hours after demand by the holder, provided such demand be made during twenty-four hours after the issue of the purchase ticket, neglect or refuse to redeem such cash purchase ticket, the said holder may at once, upon surrender of such ticket, demand in exchange therefor a warehouse storage receipt bearing same date and place of issue, and for similar grade and net-weight of grain as was shown on the cash purchase ticket aforesaid. Upon return of the said cash purchase ticket to the warehouseman, he shall at once issue in exchange therefor to the holder of a warehouse storage receipt of same grade and quantity of grain as shown on the face of said surrendered cash purchase ticket."

The following is added to subsection 1 of section 56:— "In the case only of grain in special bin, should the



storage receipts and lawful charges against the grain not be delivered or paid at the time of the billing of the car, the elevator operator may hold the bill of lading until the owner has surrendered the storage receipts therefor and paid all lawful storage charges due thereon. Provided that it shall be an offence under this Act for the elevator operator to sell or dispose of such bill of lading without the consent of the owner of the grain, the bill of lading to be made out in all cases in the name of the owner of the grain shipped."

Section 60 is amended by adding thereto the following subsection:—

"4. Except in the case of accidental damage to, or the accidental destruction of, any public country elevator in which grain has been accepted for general storage as herein provided, if the person operating it, when called upon to do so by the owner of the grain, fails to account for the grain in accordance with the terms of the warehouse receipt given under the provisions of this Act or of the further orders of the owner, he shall be deemed guilty of an offence under section 355 of The Criminal Code, and shall be liable to the penalties therein provided and, in addition, to the forfeiture of his license."

The following subsections are added to section 61 as subsections 2, 3 and 4 thereof:—

"2. In every case where grain is stored in any public country elevator or warehouse in a special bin the warehouseman shall draw a fair and proper sample, in the presence of the person delivering the grain out of each hopper load as delivered, and such sample shall be properly preserved in a suitable receptacle, which shall be numbered and sealed, until after such special binned grain has been shipped and inspected, and the owner thereof has notified the warehouseman that he is satisfied the identity of the grain has been preserved.

"3. The receptacle shall be provided by the warehouseman, and the sample shall be placed therein in the presence of the owner. The receptacle shall be secured by a padlock which the owner of the grain shall provide, and the key of which he shall retain. The warehouseman shall be the custodian of the receptacle and sample.

"4. In case after the shipment has been inspected, the owner is of the opinion that the identity of the grain has not been preserved, he shall notify the warehouseman in writing of the fact and both parties thereupon shall forward the sample, sealed, charges prepaid, to the Commissioner, who shall submit the sample to the chief inspector to be compared with the shipment. The decision given by the chief inspector in such cases shall be final and binding on both parties.

The said Act is amended by inserting the following section immediately after section 64:—

"64. An operator of a country elevator or warehouse who sells, assigns, mortgages, pledges, hypothecates, or in any manner charges any grain stored in the said elevator in special bin in accordance with the provisions of this act, which is not the sole and absolute property of the said operator, shall be deemed guilty of an offence under section 390 of The Criminal Code, and shall be liable to the penalties therein provided and in addition, to the forfeiture of his license.")

Section 65 is repealed and the following substituted therefor:—

"65. In case there is a disagreement between the purchaser or the person in the immediate charge of receiving the grain at such country elevator or warehouse and the person delivering the grain to such elevator or warehouse for sale, storage or shipment at the time of such delivery as to the proper grade or dockage for dirt or otherwise, except as to condition, on any lot of grain delivered, a fair and proper sample shall be drawn in the presence of the person delivering the grain out of each hopper load as delivered, and at least three quarts

from samples so taken shall be forwarded in a suitable sack properly tied and sealed, express charges prepaid, to the chief inspector of grain, and shall be accompanied by the request in writing of either or both of the parties aforesaid, that the chief inspector will examine the sample and report on the grade and dockage the said grain is in his opinion entitled to and would receive if shipped to the terminal points and subjected to official inspection.

Section 66 is repealed and the following substituted therefor:—

"66. It shall be the duty of the chief inspector, as soon as practicable, to examine and inspect, such sample or samples of grain and to adjudge the proper grade and dockage to which it is, in his judgment, entitled, and which grain of like quality and character would receive if shipped to the terminal points in carload lots and subjected to official inspection.

Section 67 is repealed and the following substituted therefor:—

"67. As soon as the chief inspector has so examined, inspected and adjudged the grade and dockage he shall make out in writing a statement of his judgment and finding and shall transmit a copy thereof by mail to each of the parties to the disagreement, preserving the original together with the sample on file in his office.

"2. The judgment and finding of the chief inspector on all or any of the said matters shall be conclusive.

"3. Where the disagreement as to the grade and dockage arises on the sale of the wheat by a farmer to such country elevator or warehouse, the farmer shall be paid on the basis of grade and dockage offered by the elevator or warehouse, but the final settlement shall be made on the basis of grade and dockage given by the chief inspector."

68. Whenever complaint is made, in writing under oath, to the Commissioner by any person aggrieved, that the person operating any country elevator or warehouse under this Act:—

(a) fails to give just and fair weights or grades; or  
(b) is guilty of making unreasonable dockage for dirt or other cause; or,

(c) fails in any manner to operate such elevator or warehouse fairly, justly and properly; or,

(d) is guilty of any discrimination forbidden by this Act; it shall be the duty of the Commissioner to inquire into and investigate such complaint and charge therein contained.

2. The Commissioner shall, for such purpose, have full authority to examine and inspect all the books, records and papers pertaining to the business of such elevator or warehouse, and all the scales, machinery and fixtures and appliances used therein, and to take evidence of witnesses under oath, and for that purpose to administer the oath.

The following subsection is added to section 68 as subsection 3 thereof:—

"3. Upon receipt of such complaint the Commissioner shall notify the owner of the country elevator or warehouse and furnish him with a copy of the complaint, and the date and place of holding the investigation."

Section 69 is repealed and the following substituted therefor:—

"69. In case the Commissioner finds the complaint and charge therein contained, or any part thereof, true, he shall give his decision in writing and shall at once serve a copy of such decision upon the person offending and against whom the said complaint was made and also serve a copy upon the owner of such country elevator or country warehouse; and the Commissioner shall direct such owner to make proper redress to the person injured, and to discharge the offending operator, who shall not be engaged as manager or assistant in any public country elevator for the period of one year from such discharge. Upon the failure of such owner to give proper redress

and discharge such operator the Commissioner shall cancel the license of the country elevator or warehouse. In case any other country elevator or warehouse employs an operator so discharged within the said period of one year the Commissioner shall order the dismissal of such operator, and in case of refusal to comply with the request of the Commissioner in this regard the Commissioner shall cancel the license of the said country elevator or warehouse.

"2. Every one who, being a grain dealer or a member of a firm dealing in grain or an authorized agent of any such dealer or firm, influences, or attempts to influence, in any manner, either by letter, circular, or otherwise, any manager of any public country elevator to give unjust weights for or to take unjust dockage from any grain being received into such elevator, is guilty of an offence and liable, on summary conviction, to a penalty not exceeding five hundred dollars and not less than one hundred dollars.

39. Section 70 is repealed and the following substituted therefor:—

"70 When ordered by the Commissioner, any person operating a public country elevator or warehouse under this Act, shall immediately after the end of each month in which the elevator or warehouse shall have been operated, furnish in writing to the Commissioner, a return or statement showing:—

(a) The amount of grain on hand in the elevator at the commencement of such month, and the total amount of warehouse receipts at that time outstanding in respect of the said grain.

(b) The total amount of warehouse receipts issued during such month, the total amount of warehouse receipts surrendered by the holders thereof during such month, and the total amount of warehouse receipts outstanding at the close of such month.

(c) The amount of grain received and stored in the elevator or warehouse during such month.

(d) The amount of grain delivered or shipped from the elevator or warehouse during such month.

(e) The amount of grain on hand in the elevator or warehouse at the expiration of such month.

"2. The foregoing particulars shall, in each case, specify the kind of grain and grade, and the amounts of each such kind and grade.

"3. Such statement shall be accompanied by a declaration of the person operating such country elevator or warehouse, verifying the correctness of the statement according to the best of his judgment and belief and alleging that the statement is correct according to the books kept by him and that such books have been correctly kept to the best of his judgment and belief and what books have been kept by him during such months.

"4. Such statement and declaration shall be open for inspection, in the office of the Commissioner during business hours, by any person upon payment of a fee of fifty cents.

"5. Any person without reasonable justification making a false statement or declaration as aforesaid, shall, on conviction upon indictment, be liable to a penalty of not less than fifty dollars, nor more than one thousand dollars, and, in default of payment, to imprisonment for not less than one month, nor more than one year. In every case, the onus of establishing reasonable justification shall be upon the person making such false statement or declaration.

"6. In the case of a firm or corporation operating a country elevator or warehouse, the statement and declaration may be made by any person purporting to have knowledge of the facts and the declaration shall include an allegation that he has knowledge of the facts and shall state the source of his knowledge.

"7. Any person required by this section to furnish such statement or declaration and failing to do so within three days after receipt of written notice to him from

the Commissioner, shall be liable to forfeiture of license.

Section 107 is repealed and the following substituted therefor:—

"107. Whenever any grain commission merchant sells all or a portion of any grain consigned to him to be sold on commission, he shall within twenty-four hours of such sale report such sale to the consignor, and shall render to the consignor a true statement of such sale showing:—

(a) what portion of the consignment has been sold;

(b) the price received therefor;

(c) the date when each sale was made;

(d) the name or names of the purchaser;

(e) the grade;

(f) the amount of advance;

(g) the terms and delivery of sale.

"2. The said report and statement shall be in the form F., in the schedule to this Act, and shall be signed by the grain commission merchant or by his duly appointed agent, and there shall be attached thereto vouchers for all charges and expenses paid or incurred."

110. Every person licensed as a track buyer shall on demand within twenty-four hours after the receipt of the expense bill and certificates of weight and grade, account to and pay over to the vendor the full balance of the purchase money then unpaid, and shall, upon demand, by or on behalf of the vendor, furnish duplicate certificates of weight and grade, with car number and date and place of shipment.

2. Every person who buys grain on track in carload lots, shall keep a true and correct account in writing in proper books of all grain bought by him in such carload lots, and shall deliver to the vendor of each such carload lot of grain a grain purchase note, retaining himself a duplicate thereof; which note shall bear on its face the license season, the license number of each track buyer's license, the date and place of purchase, the name and address of such track buyer, the name and address of the vendor, the initial letter and number of the car purchased, the approximate number of bushels and kind of grain contained therein, and the purchase price per bushel in store at Fort William, Port Arthur or other destination; such grain purchase note shall also express upon its face an acknowledgement of the receipt of the bill of lading issued by the railway company for such carload shipment, the amount of cash paid to the vendor in advance as part payment on account of such car lot purchase, also that the full balance of the purchase money shall be paid to the vendor immediately the purchaser shall have received the grade and weight certificates and the railway expense bill. Every such grain purchase note shall be signed by the track buyer or his duly appointed agent, and the vendor shall endorse his acceptance of the terms of the sale thereon as well as his receipt for payment of the money advanced him on account of such carload lot sale.

111 A. No person or corporation, or their agent, operating a public country elevator or warehouse, shall enter into any contract, agreement, understanding or combination with any other such person, corporation, or their agent, for the pooling or division of earnings or receipts of such public country elevators or warehouses; or divide with any other such person or corporation, or their agent, the gross or net earnings or receipts of such public country elevators or warehouses or any portion thereof.

"2. The contravention of any provision of this section shall be an offence against this Act, punishable, on summary conviction, by a fine not exceeding one thousand dollars and not less than five hundred dollars, for each offence.

111 B. The rate that may be charged for the cleaning or storing of grain in any country elevator shall be the same in all the elevators operated by any person or company: Provided, however, that if it is shown to the sat-



isfaction of the Warehouse Commissioner that a lower rate than that charged for cleaning or storing grain in the elevators of any person or company is necessary at any point in order to meet competition, the Warehouse Commissioner may give written permission to charge such lower rates at that point as are in his opinion necessary to meet such competition, and at the same time authorize the ordinary rates at all other elevators belonging to such person or company.

131. Every person guilty of an infraction of, or failing to comply with the requirements of this Act, for which a penalty is not in this Act provided, or of any rule or regulation made pursuant to this Act, shall, upon summary conviction, in addition to any other punishment prescribed by law, be liable to a penalty of not less than ten dollars, nor more than one thousand dollars, and, in default of payment, to imprisonment for not less than one month nor more than one year.

132. Every corporation guilty of an infraction of, or failing to comply with the provisions of this Act, for which a penalty is not in this Act provided, or of any rule or regulation made pursuant to this Act, shall upon summary conviction, in addition to any other punishment prescribed by law, be liable to a penalty of not less than ten dollars nor more than one thousand dollars.

TRACK BUYER'S PURCHASE NOTE.

License No. .... Station ..... 190

I have this day bought from ..... initial letter ..... car No. .... containing ..... bushels ..... (more or less) at ..... cents per bushel basis ..... in store Fort William or Port Arthur, weight and grade guaranteed by seller.

Receipt for bill of lading for same property endorsed by the consignee is hereby acknowledged.

I have made an advance to Mr. ....)

I have issued an order to paying agent) to advance Mr. .... \$..... on) ..... this car, the balance to be paid by ..... immediately upon receipt of weight and grade certificates and railway expense bill.

The spread between grades is to be governed by that existing on day of inspection, and this rule shall also apply to commercial grades.

Remarks .....

..... Buyer.

Accepted, also received payment of advance, \$.....

Seller.

A FARMER ELECTED BANK DIRECTOR

The shareholders of the Home Bank of Canada at their Annual Meeting held recently in Toronto, elected Mr. John Kennedy, a farmer of the Swan River district, on their Board of Directors.

The electing of a farmer as a Bank Director is a rare occurrence and we think deserves more than passing notice not only as an indication of the policy of the Home Bank will pursue in the direction of cultivating close business relations with farmers, but as a forecast of the position farmers are going to occupy in public affairs in the West.

While Mr. Kennedy was widely known as a successful farmer for years, it was his position as Vice-President of the Grain Growers' Grain Co., that placed him prominently before the public. His connection with the

Grain Company brought him into close touch with leading men in every district of the West, affording a man of his keen observation of men and things, together with his experience as an actual producer, the needed opportunity to accurately gauge actual conditions and determine what is necessary to better these conditions. The knowledge thus acquired, together with sound judgment, contributed largely to the success of the Grain Growers' Grain Co., and should be valuable to the Board of Directors of the Home Bank in shaping their policy in dealing with loans in Western Canada.

ECHOES OF THE G.G.G. CO'S MEETING

Mr. Green on the "System"

During the discussion of the report of the Directors of the Grain Growers' Grain Co., at its Annual Meeting, Mr. J. W. Green, of Moose Jaw, made the following spirited remarks which should cause some "tall" thinking on the part of the grain growers:-

I may say personally I am willing for the ones who have the direction of the affairs to just lay down that which they think is best in the interests of the whole, and I would hold up fourteen hands for it, without thinking anything of it. They have the affairs of the Company at their finger-ends, and I would be willing to let them rule.

Mr. Partridge said, "We haven't struck the root of the tree yet, and have really won no victory." It would appear to me that none of these moves have made sufficient progress in that direction. I think we will have a great deal of grain to ship and I am interested more in the handling of this grain than in the little dividend. You tell me that by the inside information you get from the cables that there was a discrepancy at one time last fall of from 7 to 10 cents a bushel after all charges including the spread between street and track price was paid. Just think, men, 7 to 10 cents on the millions of bushels we raise, for the other fellow, and all we have been doing is sitting looking at it, and still the real work to be done, and our wheat coming forward, next fall.

We are only dreaming, looking round at the enemy, and haven't started to fight him in real earnest, yet. What we ought to have is not seven dollars, but seven hundred dollars a piece in it. We have to put something more into this thing, men, if we are going to combat this foe. We are going to deal with very large things, if we are going to commit this enemy to the place where he belongs. We have a little difference of opinion as to how to carry that out. One is to get our money from the Dominion Government and make them put up the storage or put it up ourselves. If they refuse to do it, we must do it. Every man with half a section of land in either Manitoba or Saskatchewan, take it on an average, a half section, broken up, and its equipment is ten thousand dollars, and I think it is a very small thing for each of us to put up a hundred dollars for our salvation and deliverance and if each of us would put up a hundred dollars it would make a start. I would like to speak to you for just four hours and a half, but I know you haven't the time, but I can tell you that I am an enemy, from my toe-nails up to my head, to the combinations that control our markets. I put the elevators to a test by weighing ten thousand bushels over three sets of scales, and last year I put the same amount over the loading platform and watched the results. I concluded that saved me \$107.00 a thousand, the spread was 5c a bushel. I saved \$25.00 a thousand on weight and saved a grade every time. I believe that we lose a grade every time we put our grain into the elevator and an angel from Heaven couldn't do otherwise as the system is now run. Tomorrow, if you follow my example you will have total prohibition, and you will have every elevator-out of busi-

ness by following my example. WE HAVE THE GRAIN, AND THEY CAN'T GET IT IF WE DON'T WANT TO GIVE IT TO THEM.

These are not the only things the Company has done. They established a Claims' Department which has been successful in collecting a great many claims against Railways and others. Now, instead of the Railways playing the game of "bluff," they sit up and listen.—MR. BEWELL.

Our staff for several months was as high as 20, to keep up with the business last fall. We had to employ a night staff.—PRESIDENT.

Owing to the immense increase the engaging of a night staff, and the enlargement of the office, expenses were heavy. I remember that the Company occupied three rooms, then four, later five, and later six.—D. W. McCUAIG.

I can remember when the Vice-President used to take the circulars down in a sack. Now they have a boy to do it.—MR. PARTRIDGE.

This Company in the past year put through their books in the neighborhood of four million dollars, with a paid-up capital of twenty thousand dollars. Has there ever been a Company organized that put as much money

At a point of their history not so far remote, the Scottish Peasantry represented a condition of ignorance and barbarity of which there remains not even an echo in their modern life. Why? John Knox said: "LET THE PEOPLE BE TAUGHT"—His injunction was obeyed, and now you have the product today in the front rank of civilization everywhere on the face of the earth.

through their books in one year on so small a capital.—MR. BLACKBURN.

We have got to get into business to know how to do business. There are men who are willing to use any means to destroy our future success.—MR. WILSON.

Additional profit over the revenue from the cent a bushel commission was derived from profits on stuff exported to the Old Country, on stuff sold in Ontario in interest saved, and in storage saved at the terminals.—T. A. CRERAR.

It is very right that the Shareholders should be proud of last year's report, but you cannot measure everything this Company is doing by dollars and cents. Look at the other side of the question and see if there is not something that demands a different kind of measurement.

The conference in Saskatchewan was ten times as far reaching as our profits for the last year.

The Bank scheme, if carried out successfully, will be a thousand times more important than what profits have been.

Then there is the Paper that is being started by The Grain Growers' Association, which will be ten thousand times more far-reaching than the profits we have made. Gentlemen, you cannot measure the importance of this movement by dollars and cents.—MR. KENNEDY.

## Fall and Winter Catalogue Just Issued

HAVE YOU RECEIVED YOUR COPY?

The catalogue is our salesman for out-of-town customers, and the steady growth of our business is ample proof that the catalogue has decided improvements in each issue.

As business goes on each department watches carefully for remarks and suggestions from our customers about our goods and our methods of cataloging. All these are carefully noted, besides the wealth of information gathered from visiting the world's markets at regular intervals. These, added to the great prestige which we now have through manufacturing so many of our own lines, have kept this book in the position which it has held for so many years—the price maker of Canada.

See that you get a copy of our Fall and Winter catalogue. Look it over carefully, order early, and in as large quantities as possible. This is the best method to follow as it will give you your goods at the lowest transportation cost. Below you will find

### HARVESTERS' AND THRESHERS' SUPPLIES

#### DIAMOND "E" MACHINE OIL

	In bbl.	pr. gal.	per gal.	5 gal. cases each
Diamond "E" Amber Cylinder Oil ...	.65	.70		\$3.75
Diamond "E" Dark Cylinder Oil .....	.46	.50		2.85
Diamond "E" Gas Engine Oil .....	.55	.60		3.25
Diamond "E" Engine Oil .....	.33	.37		2.15
Diamond "E" Dynamo Oil .....	.55	.60		3.25
Diamond "E" Cream Separator Oil ...	.45	.50		2.75
Diamond "E" Harvester Oil .....	.40	.45		2.65
Diamond "E" Castor Machine Oil ...	.29	.36		2.00
Diamond "E" Black Machine Oil .....	.25	.30		1.85
Diamond "E" Neatsfoot Oil .....	.80	.85		4.50
Diamond "E" Dark Axle Grease 25 lbs. ....				1.50
Diamond "E" Dark Axle Grease, 10 lbs. ....				.75
Diamond "E" Threshers' Hard Oil, 10 lbs. ....				1.10
Raw Linseed Oil, per gallon .....				.85
5 gallon lots per gallon .....				.70
Boiled Linseed Oil, per gallon .....				.85
5 gallon lots per gallon .....				.75
Turpentine, per gallon .....				.90
5 gallon lots per gallon .....				.80
Wood Alcohol, per gallon .....				.90
5 gallon lots per gallon .....				.75

#### COAL OIL AND GASOLINE

Diamond "E" Brand Highest Grade American Coal Oil, in barrels of about 44 Imperial Gallons (no charge for barrel) per gal ..... 26c  
Shipping weight about 400 pounds.  
In cases of two five gallon tins (wine measure) equal to 8 1-3 gallons, Imperial measure, per

case ..... \$2.75

Shipping weight about 85 pounds.

#### BRIGHT LIGHT REFINED BURNING OIL

In barrels of about 44 Imperial gallons (no charge for barrels) per gallon ..... 25c  
Shipping weight about 400 pounds.

In cases of two five gallon tins (Wine measure) equal to 8 1-3 gallons, Imperial measure, per case ..... \$2.60  
Shipping weight about 85 pounds.

#### GASOLINE

Highest Grade American Gasoline, for Gasoline Lamps, in barrels of about 44 gallons, Imperial Measure, (no charge for barrels) per gallon 34c  
Shipping weight about 400 pounds.

In cases of two five gallon tins (wine measure) equal to 8 1-3 gallons Imperial measure, per case ..... \$3.25  
Shipping weight about 85 pounds.

High Grade American Gasoline, for Gasoline Engines, in barrels of about 44 gals., Imperial measure, (no charge for barrels) per gal ... 29c  
Shipping weight about 400 pounds.

In cases of two five gallon tins (wine measure) equal to 8 1-3 gals., Imperial measure, per case ..... \$2.90  
Shipping weight about 85 pounds.

NOTE:—Barrels weigh about 400 pounds each and cases 85 pounds each. WE SELL THESE GOODS ONLY BY THE BARREL OR CASE.

WINNIPEG

THE T. EATON CO LIMITED

CANADA





Avenue on the Experimental Farm, Brandon

## Why the Public Service Corporations should be Replaced by Public Ownership and Operation of Public Utilities

The following recital of conditions across the line taken from *The Arena*, contains the best possible arguments for us to accept the principle of public ownership, and thus preserve the great bulk of our citizens from the political and economic servitude which is rapidly overtaking them. Farmers, you cannot afford to miss reading this. Better a headache from getting wise than a backache and heartache from remaining ignorant.

### One of the Foremost Sociological Authorities on Root-Causes of Civic Corruption and the Overthrow of Representative Government

The *Boston Transcript* in its issue of January 4th, contained an extended and searching examination of the "civic uprising in the far West," made by the justly eminent sociological and economic authority, John Graham Brooks. In this contribution the author deals in a fundamental manner with the politico-economic situation he has investigated and which has resulted in the riot of corruption in public affairs and the merciless exploitation and oppression of the people by privileged bands. These conditions, however, are by no means confined to the Western states, but obtain wherever the "interests" and the bosses have reached a perfect understanding, with the result that the money-controlled machine and the controlled press make easy the continued domination of government by public-service corporations and monopolies, and the elevation to places of power and trust of men who have been either long in the service of privileged wealth or whose elastic consciences make them satisfactory to class interests seeking special privileges and monopoly rights.

But Mr. Brooks goes farther than exposing conditions. He shows how a practical and efficient remedy, in so far as the political conditions are concerned, has been found and is already proving eminently effective; and in the third place he gives a graphic pen-picture of the battle in San Francisco between the lawless or anarchistic masters of millions,—the criminal rich who are pillars of society—and the law-dispensing power.

The paper is so invaluable to social reformers in ev-

ery part of the Republic to-day that we notice it at length, quoting freely from the observations of the author, who, it will be remembered, is one of the most scholarly, conscientious and careful writers of our time.

John Graham Brooks, after finishing his education at Harvard, spent three years at the Universities of Berlin, Jena and Freiburg, after which he became a lecturer on economic subjects and instructor in Harvard University for two years. Subsequently several years were spent in the University Extension department of the University of Chicago. Two years were spent as expert in the United States Labor Department at Washington. He is the author of a thoughtful and scholarly economic volume, entitled "The Social Unrest."

The analysis of conditions that obtain in greater or less degree in almost every city and commonwealth of the United States and which strike in a mortal way at the heart of a democratic republican government, from such an authoritative pen as that of Mr. Brooks cannot fail to be of inestimable value to friends of clean, honest and free government.

### Master-Sources of Corruption of Government and Plunder of the People

The great public-service corporations which control the arteries and veins of national business or commercial life, and other monopolies which, like the people are more or less dependent on public utility corporations, as *The Arena* has time and again shown, have for many years been the fountain-head or master-source of political corruption and exploitation of the people for the abnormal enrichment of the privileged few.

The transformation of a genuinely representative government that could truthfully be described as a government "of the people, by the people and for the people," into a ghastly farce in which the old republican shell masks a misrepresentative government which systematically betrays the people at the instigation of privileged classes, was gradually brought about by the perfecting of the money-controlled party machine and the perfect understanding between the princes of privilege and un-

scrupulous political leaders or bosses. The fact that the political boss or master of the party machine, and the great heads of the public-service corporations and other interests in the feudalism of privileged wealth were long, popularly supposed to be honorable and respectable citizens, and that they were usually wealthy and intellectually masterful, long blinded the people to the real facts; while the various papers owned or controlled by the "interests" and the politicians, as well as other public-opinion forming agencies that could be influenced or employed to lead the people on false scents and fix the public eye on anything or everything but the chief source of corruption in city, state and national government, and oppression and exploitation of the wealth-creators and consumers, rendered possible this systematic deception of the voters, long after the real facts were brought forth by leading reformers. All incorruptible and clear-seeing patriots who without fear or favor uncovered the evil conditions were denounced as enemies of law and order, as demagogues and irresponsible agitators, and organized labor was frequently made the object of attack, while every conceivable shibboleth, slogan and sophistical catch-phrase was employed to deceive the people.

In the meantime the high-priests of the feudalism of privileged wealth and their shrewd retainers were systematically brought to the front at important functions, at great banquets, college commencements, board of trade dinners, fairs and Chautauquan gatherings, to utter smooth things, glittering generalities and to prate about civic morality and individual integrity. For years Chauncey M. Depew and Elihu Root were star performers, just as Chancellor Day and Governor Buchtel have been enacting leading roles during the past year, since the exposures of the records of Depew and others have made them unavailable as stalking-horses for "high-finance" and the feudalism of corporate wealth.

Moreover, when brilliant men could be seduced, their pathway to lucrative positions or political eminence was smoothed in marvelous ways, while those who elected to be fearless, brave and aggressively loyal to the fundamental principles of free government and the rights of the people found on every hand efforts made to discredit them, to obstruct their work and to destroy their influence.

These are a few of the reasons why the people have been so slow to awaken to the deadly peril of present conditions,—a peril as fatal to free government as it is destructive to the independence, the prosperity and the moral idealism of the wealth-creating millions. Slowly the eyes of the people have been opened and at last the criminal rich are becoming genuinely alarmed as the root causes of political corruption and the spoliation of the people are being uncovered.

In letters written by C. P. Huntington, one of the master-spirits of the Southern Pacific Railway interests, to General Colton, which after the death of the latter, were put in evidence in a trial brought by the widow of General Colton to force Mr. Huntington to disgorge twenty thousand dollars alleged to be due the heirs of the dead man, was one of the first great authoritative revelations of the systematic methods employed by the great railway interests to absolutely control the political situation by controlling the people's representatives at Washington. This revelation has been followed by so many other similar exposures (among which may be mentioned the uncovering of the sea of Wall-street corruption in the insurance investigations; the searching facts brought out by the government commission that investigated the almost incredible charges made by Mr. Sinclair against the beef trust; the further exposure which accompanied the investigation of the Pennsylvania and other railways, and the investigation of the Standard Oil trust), that the important fact has been established that the charges that for years have been made by *The Arena* and other magazines and by leading incorruptible

statesmen, economists and writers have been understatements of conditions instead of exaggerations.

We now wish to call our readers' attention to the citation of a typical illustration showing the master sources of political corruption and the plunder of the people advanced by Mr. Brooks. The chief offender in the present case is the Southern Pacific Railroad corporation and its feeders and allies; and in this connection many thousands of our readers will call to mind the extended exposure of this railway system and the republication of many of the Huntington letters which was given in *The Arena* several years ago by the present writer under the title of "Twenty-Five Years of Bribery and Corrupt Practices by the Railroads."

### Typical Examples of the Corruption of Government and Enslavement of Industry by Corporate Wealth

Mr. Brooks, it will be remembered, has been making an exhaustive examination of the actual conditions on the Pacific coast. Hence his words represent the conclusions of one of the most conscientious present-day thinkers who has long been accustomed to sift alleged facts for evidence and who speaks from the field of observation, instead of from the schoolroom far remote from the scenes of civic uprising. In opening his article this writer considers the great corrupter of government,—privileged wealth, operating one of the great natural monopolies, and how it grew in power and riches through its merciless oppression and enslavement of the wealth-creators of California.

"If one's interest," says Mr. Brooks, "is in the social and political condition of California and its more immediate neighborhood, there soon proves to be neither question nor answer to anything apart from the Southern Pacific Railroad. Business men who have lived there far longer than this 'traffic hinderer's' existence, will tell you by the hour the story of this amazing monopoly.

"The listener soon learns that it is not the railroad alone of which he is hearing. It is the railroad with a host of affiliated monopolies; express companies, street-car and innumerable land and timber companies. It is primarily a monopoly of transportation.

"We have been fleeced and browbeaten from the start, until we got into the habit of accepting it precisely as people used to accept small-pox and other ills as 'visitations.' That we could really do anything about it; that the people generally controlled any influence that could curb the abuses, came finally to excite only cynicism or despair.

"It is very vital to see that the early hatreds against this monopoly were caused by atrocious freight rates. They were not merely excessive, they were at all times incalculable. No one knew in the least what to count upon or expect. The inequalities of rates between one shipper and another; the crushing rate to the same man this year, with a wholly different schedule in the year that followed, were among the bitterest complaints. To be prosperous, was to be instantly penalized by the railroad. If you 'struck rich' in a mine, your freight rate might be three or four times that of your neighbor, whose mine was of lower grade. If it went well with your prunes and walnuts, the freight bill might be so much higher than that of your less successful neighbor as to wipe out all your own advantage.

"The 'stealing of improvements' by landlord rent, under which the Irish peasant so long staggered, has its exact counterpart in the long buccaneering of this Pacific coast monopoly."

Mr. Brooks points out an attempt made to obtain relief which was futile, as will always be the case so long as the bosses instead of the people govern. So long as the corporations work with the political leaders, and furnish the finances for the money-controlled political machines,



every measure enacted will prove abortive; for after the people have secured a law, and obtained the appointment of a commission to see that the railways, for example, conserve instead of disregard the interests of the people, lo! it will be seen that the commission has not terror for the evil-doers. The results in California are interesting and valuable merely because they show precisely what is to be expected and what we find wherever the money-controlled machines, operated by the bosses and corporations, are the dominating influence in political life. On this point Mr. Brooks says:

"Plucky attempts were made from time to time, as in the 'new constitution' of 1879. Lobbying was made a felony, stock-watering was prohibited, and transportation companies were asked to show books. To carry out the reform, a commission was appointed with full power to fix



A Bit of Prince Albert

rates and examine accounts. As soon as it got to work, its real character appeared. It was from the first as much the creature of the railroads, as if its members had been directly chosen by the railway managers.

The little that the commission was compelled to do, was defeated by the easy devices of fraudulent leases and over-capitalization.

### Why the People have So Long Borne with the Egyptian Taskmasters

Mr. Brooks points out that:

"To one question, you never get a satisfying answer, 'Why should a hardy and vigorous people with votes at their disposal, so long endure this outraging of public interest?'"

His conclusion is that the people did not "see clearly the exact nature of the enemy." This, as we have shown above, is not surprising, as there was so careful and systematic an attempt kept up by the corruptors and the corrupted to put the people on a false scent and to discredit all who uncovered facts that showed the real criminals.

"We Americans," continues our author, "have paid a quite awful price for one of our most petted illusions. From publicists, from business men of great weight, and from economists, how often we have heard the same explanation! 'There are doubtless abuses connected with that corporation, but men capable of carrying on such

large enterprises are far too intelligent to play these coarse tricks with the public. Their interests are too closely bound up with the people's interests. No, no, they are not so stupid. They understand that their success depends upon constructive and positive service to the community.'"

There can be no possible doubt but what there is truth in Mr. Brooks' observation, yet this is not the only leading reason why the people have so long put up with the rule of the criminals, as we will presently show. That honest-minded voters could not conceive of the great men in their midst who operated public utilities, were prominent in clubs, in society, often in church work, as well as in the business councils, debauching the government or making deals with the political boss, by which the people should be bound hand and foot while a privileged few could exploit them to the limit of their power to pay the exploiters, is not only conceivable, but natural. Moreover, how often, how very often, have stockholders in the public-service corporations been also leading stockholders in great daily journals, and how natural and easy it becomes for them to bring pressure to bear on the dailies to say editorially precisely what the princes of privilege want the people to believe. At other times advertising patronage has been most liberally employed by public-service corporations to subsidize the city and state journals, and the most cunningly devised sophistry as well as misleading statements have been given widest currency in this manner. In this and other ways the people have been frequently systematically misled by the press, influenced directly or indirectly through the lavish expenditure of money by interests which were thus enabled to get monopoly rights worth millions upon millions of dollars more than all their expenditures to subsidize the press and control the sources of political power.

But while this illusion under which the people have lived in regard to the industrial autocracy and the political boss, and this systematic deceiving of the people, have been leading causes for their submitting to the tyranny of the Egyptian taskmasters and the steady debauching of their government, there is still another great reason for this condition of affairs. The people have time and again been absolutely powerless since the rise and domination of the boss and the money-controlled machine. The boss makes the slate; the slate is agreeable to the "interests," and liberal campaign contributions are poured into the machine treasury. The candidates make fair promises, and whenever necessary the privilege-seeking interests see to the making of both political slates, or arrange that some of the most important offices on both slates shall be filled by their men. When this cannot be done, vast sums of money are used for the election of the controlled slate and the state is flooded with eminent speakers. Every paper that can be seduced is bought or advertising space is secured, to be filled with simon-pure reading matter, as was done by the Republicans in the late Cleveland city campaign; while some flaw in some of the opposing candidates lives is made a mountain of, or unessential issues are pushed to the front. The money-controlled machine, backed by millions of wealth, represents a perfect organization, and the people are unorganized and have no great fund at their disposal. Under these conditions the people frequently are absolutely powerless to stem the tide of opposition; yet thoughtless men and women are daily heard parroting the fallacious words put into their mouths by paid writers for the lawless industrial autocracy,—"that the people have only themselves to thank for the betrayal of their interests by their servants; that if they did not want to be robbed and sold out, they would not nominate men who would sell them to the highest bidder," etc. This kind of twaddle first retailed by papers that frequently have done all that editors and proprietors could do to further the machine nominated and corporation raised candidates, has

for several years past been re-echoed by shallow-brained people who never think for themselves. But the time has come when even these parrots should have too much self-respect to longer continue circulating such counterfeit coin.

### How the People Fare Under Private Ownership of Public Utilities

Returning to the oft-repeated fallacy, that the great heads of the public-service companies and natural monopolies will treat the people justly, if the people give them fabulously rich public franchises, because it will be to their selfish interest to do so, and "their success depends upon service to the community," Mr. Brooks says:

"This has been one of our most costly delusions. With monopoly privilege like that of the Southern Pacific Railroad and its affiliated monopolies, there may be a very deadly conflict between public welfare and the pecuniary advantage of the managers. It is less than two years since I heard a very great person in the business world of New York assert with much fervor that the group of looters (Ryan-Whitney-Widener-Elkins, etc.), who were wrecking the New York traction service, were, in spite of appearances, putting the people in their debt by using such talent upon the difficult problem of street transportation. They have, of course, made great fortunes out of it, but New York has had all the benefit of their rare organizing ability."

"This was the honest opinion of the head of a large financial institution in that city. He had every opportunity to know that these vast properties were being used in a dice game; that they were not being developed in the public interest, but were solely an instrument through which gamblers' profits could be made. The whole shell game has now been laid bare before the people. Every tawdry trick is exposed. The sickening disclosures are, however, doing this service; they are showing us the nature of that long-petted illusion. For transportation and other natural monopolies, we shall be less easily hoodwinked about the relation between 'great business ability' and the public good. We now see that certain monopolies enable the managers to load the dice so heavily in their own favor that the public may be robbed as by a common cutpurse. It has long been clear that this is precisely what Yerkes did for Chicago. He had organizing ability of the highest order, but the traction monopoly enabled him to use that ability so that the people got a most despicable transportation service while the great organizer made his many millions."

"Now the grip of the railroad on the Pacific coast has been precisely of this character. The importance of all effective competition was easily excluded and the monopoly power used to its most ruthless limits."

### The Substitution of Government by Corporations for Popular Rule

While the people of the Pacific coast necessarily instantly felt the blight and curse of rate extortion and inequality, it was some time before they even faintly realized the reason why the monopolies dared be so ruthless and brazen in their immoral and criminal practices. Long they cherished the delusion that their government was representative of the voters instead of the puppets of corrupt wealth. The deadly "evil of political corruption came so insidiously," says Mr. Brooks, "and through such secret and hidden ways, that decades passed before its full iniquity appeared."

"There is an exact parallel between the degree of economic tyranny and the political tyranny. The civic corruption was on a level with freight extortion."

"It is to the very effrontery with which both evils have been practised that we owe the present passionate revolt which stirs the entire coast."

"As a distinctly popular movement toward the res-

toration of elemental rights, it is ahead of the East. They see far better than we do the intimacy of the partnership between monopolized industries and the ruling politics."

The people of the Pacific coast seemed ashamed of their long blindness and the trust they placed in their fair-spoken betrayers who, while pretending to be servants of the people, turned their masters over bound hand and foot, to the freebooting corporations to be plundered at will.

"They tell us," says our author, "to the last detail how they have been duped; how business has selected for them their senators, governors, representatives, and wherever necessary their aldermen and other petty officials."

But at last they have awakened:

"They have been quick to draw from this the one important conclusion, namely, that representative government has been turned to a farce. They see that monopoly interests have had amplest representation, federal and local, but in no conceivable sense have the people had a trace of effective representative government."

"The people at large see out there better than we in the East just why the leading monopoly interests began and so long continued to debauch politics. They wanted priceless franchises for nothing; they wanted suburban lands, mines and vast timber areas. They were always wanting the gamblers' privilege to create secret devices for over-capitalization. To secure these favors and use them with the least possible knowledge on the part of the public which granted them, bribery was organized on a scale that staggers belief. All this, of course, involved the outright purchase of hundreds of clever lawyers, so that the economic powers and the massed legal talent were ranged against the public."

A prominent business man of the Pacific coast made the following confession of his own personal experience to Mr. Brooks,—a confession very valuable, as in a few words it gives the vital truth of present-day government under the mastership of corporations and bosses operating through the money-controlled machines.

"I finally made up my mind a few years ago to stand as representative; to go to the Legislature and see if I couldn't do something to stir up intelligent opposition to these men who had us by the throats. I had not been three weeks in the Legislature before I was wakened out of my fool's paradise. I had a college training, I had been successful in my business, and really supposed I knew something of the political conditions in which I lived. When I began to study the machine on the spot I saw that only incidentally, or by some blunder, did the large body of the people get the least genuine representation. What our railroads, and monopolies working with them, wanted, that was 'represented.' All that politics meant in my State and city was a game concealed from the people to secure more and more favors upon which to build up purely speculative interests."

When the people at last discovered the cause of their undoing, they at once began to seek for a true and practical remedy. They found that they had lost the precious heritage of self-government without losing the shell or mask of a democratic republic. They no longer enjoyed representative government, but in its place they had a government of the public-service corporations and privileged interests, operating through the boss and the party machine; a government that was growing more and more corrupt and indifferent for popular service and making with every passing month a greater farce of representative government. Hence they determined to return to the fundamental principle that differentiates a democratic republic from class-rule government, and to enjoy again a government "of the people, by the people and for the people."



## Direct Legislation Renders Possible a Truly Representative Government

When at length the illusion that the people had so long cherished about their law-makers was fully dispelled, and they saw clearly that what the people really wanted no longer counted with their recreant officials, but that it was what the railways and the monopolies, popularly known as the "interests," desired that the recreant servants considered, they determined to find a way out. They now possessed an insight into the real conditions, and Mr. Brooks continues:

"It is to the new insight into the real nature of the evil that we owe the renaissance of democratic purpose in the West.

"Two years ago at the Civic Conference in Portland, Oregon, one of the speakers asked the question: 'We have been buncoed out of representative government. What can we do about it, except break the power of the boss by the referendum, the initiative and the recall? We can get more direct primaries, and direct election of senators is in sight. We know now that our political bosses are the merest puppets of certain business interests. Let us appeal to every democratic device through which we can really find out what the people want.'"

In speaking of the "splendid work of Oregon," the pioneer state in the introduction of a thoroughly practical and effective Direct-Legislation Constitutional amendment, Mr. Brooks says: "I was everywhere told that the old power of the machine was so far broken that the end could be seen." Furthermore, many Pacific cities have taken still another step in advance by introducing the recall to complement Direct-Legislation. On this point Mr. Brooks observes:

"Another brave step for cities is the 'recall,' as a charter right. Los Angeles began it in 1903. Following rapidly are San Bernardino, San Diego, Pasadena, Fresno and Santa Monica, Seattle and Lewiston, Idaho, have it, while Des Moines adopts it, together with the 'commission system.'"

"In six years Los Angeles has used this club but once. A supposed representative of the people's interest wished to secure a franchise which involved giving up valuable city property. When suspicion was aroused he was asked why and for whom this franchise was sought. As this servant of the people shuffled and showed bad faith, a popular petition for his 'recall' at once started. The effect was instantaneous. Before the threat of the new instrument, this henchman had been 'assured' that all was fair and open in the deal. He now hastened to tell the truth about the monopoly which was working secretly to secure these public rights. From several lawyer members of the Lincoln-Roosevelt Club I heard the heartiest approval of this 'last link in the democratic chain.'

"What one everywhere feels is that this new civic determination is not a spasm. It will not pass like so many jerky indignations we have known in the past. It is too pervasive, too convinced and too instructed. The grim purpose to break the alliance between privileged business and the party boss is now fixed and organized in scores of clubs. It is producing a new literature. The associations are moving towards federated activities which gather up and unify the experience of a half-dozen of those great States."

### San Francisco Leads The Way

San Francisco has made the most successful start toward apprehending and punishing the master criminals of any American city, and Mr. Brooks' special consideration of San Francisco's splendid campaign, led by Langdon and Heney, is pregnant with important truths that will be of service to sincere and honest friends of clean government everywhere. Mr. Heney came to San Francisco after achieving unheard of results in Oregon, where he

brought to the bar of justice powerful men who had seats in the United States Senate and House of Representatives; and his advent in the chief-city of California created quite a furore. The great exploiters of the people doubtless imagined they could influence him so that this investigation would go the same way as the many abortive attempts in the past. Mayor Schmitz and probably a few subordinate officers should be made scapegoats of and punished, while the master criminals would go scot free, and instead of being apprehended would become more invincible than ever after the investigation. But we will let Mr. Brooks describe Mr. Heney's advent into San Francisco and the aftermath:

"He was received in San Francisco with open arms by all sorts of corporation magnates. In the best clubs Heney was the man of the hour; he had bagged great game—in Oregon. The prison was the place for high officials who had stolen forests—in Oregon. Heney has Irish tenderness and Irish humor. He told me it felt quite queer to be patted on the back by men who he knew would soon be his enemies. They thought he came to San Francisco to play the stale and fruitless game of putting petty criminals in jail. Abe Ruef, the corrupter, together with conniving labor leaders, these of course were what Heney was after. The support of the great and the good should be his. But Heney's long and desperate struggle with the big business and its creatures, the politicians, had taught him his lesson. He had learned the origin of the corruption. He had learned why the boss was corrupt and why the trades unions were corrupt. He had seen through the shabby lie that corporations systematized bribery only because petty folk blackmail them. He had learned, as Carl Schurz said, that this petty blackmailing is derivative; that strong men seeking public favors began this sorry game, creating the conditions on which smaller creatures fattened like parasites.

"There has not been a trace of trade union infamy in San Francisco that is not in this same sense 'derivative.' The boss who made these infamies possible was an abject creature of those above him. They freely went into partnership with him and used him for their ends. He had no sinews which they did not furnish.

"The frost fell quick and heavy when it appeared that the prosecution was after the great law-breakers; that it cared for the small fry only so far as it could be used to convict the creators and maintainers of lawlessness.

"The one question on the lips of the smart and socially disturbed people is: 'Oh, but it is horrid! Why don't they put Ruef and the supervisors in prison? Why do they let the real thieves off and attack the best people in the city? Many times I heard this, and once I asked Mr. Burns what would be his answer to a question which echoed everywhere, as if parrots had just learned it? The detective smiled again as he replied: 'They can't be answered until they learn who the real criminals are.'"

"This has the full heart of the matter in it. Neither they nor we can understand, until we have a new classification of sinners. We shall not understand until we learn, for instance, that the deliberate corruption of a



A Western Wheat City—Main Street, Moosomin

Legislature or of any public official is far more harmful to society and therefore more criminal than the coarse brutalities against a 'scab.'

"What elemental hope is there for applied social justice in a community that honors the men who made dizzy fortunes while they crippled the New York traction companies, but sends the poor devil of a conductor to prison for stealing nickles?"

"To get some first fruits of this larger justice is the meaning of the present struggle in California. It is this which gives it national importance."

### How the "Interests" Tried to Defeat Mr. Langdon and Labor Elected Him

The treatment accorded Mr. Langdon, the intrepid prosecuting attorney of San Francisco, by the criminal rich, who pose as the "safe and sane" leaders of business and social life, was similar to that meted out to Mr. Heney, when they found he intended to prosecute great offenders as well as the small men. Says Mr. Brooks:

"When Mr. Langdon begged these same business leaders to co-operate and help in freeing the city from its great shame, they not only refused, but did their best to conceal every fact from the prosecution."

They even denied all knowledge of the facts of which they were in full possession, saying in substance:

"We know nothing of this corruption. It is not among our responsibilities. For this foolhardiness, the penalty will be grievous before that drama plays itself through to the end. For this attitude, the penalty will be heavy in many other centres besides San Francisco."

The vast majority of union laborers, on the other hand, are heartily in favor of clean government and honest politics, and they have followed the leaders in San Francisco's crusade with intense interest, to see if they would be true to their promises and see that the rich criminals receive the same punishment meted out to other law-breakers. On this point our author quotes a well-known labor leader and proceeds to show that it was the labor wards and not the so-called "respectable" or rich wards, that elected Mr. Langdon after he had proved that he would do his best to punish criminals, high and low, without fear or favor.

"If Heney wins out," said the labor leader to Mr. Brooks, "it will be as much a victory for the unions as for him and for the people. If he can once make the big anarchists obey the law or suffer the penalty for breaking it, then we can rout out our law-breakers in the unions. Tell him we will do it."

"When I repeated this to Mr. Heney, it had no surprises for him. He told me what I later verified by the ward vote for District Attorney Langdon.

"It was clear to every man that a vote for Langdon was a vote for Heney and for reform. Yet in the richer wards the vote for Langdon fell. It showed that hundreds of men did not want him, and would have defeated him if they could. As you passed to the wards packed with labor men, the vote for a clean city rose so unmistakably that you heard on every side, 'It is the unions that have saved Langdon and the cause for which he stood.'"

"An officer in a local union made this statement, 'We would have stuck to our Schmitz even had we known he took bribes, but when we were convinced that the prosecution mean business, we were willing to help toward honest government, and we will continue to help if law and order are to be enforced all along the line.'"

### The Great Importance to the Nation at Large of San Francisco's Battle

There is no personal prejudice or vanity influencing this great conflict. It is simply a brave, determined attempt of able and incorruptible officials to break up a riot of political and business corruption and crime that

is not only destroying representative government, but undermining the stability of municipal, business and social life, destroying high ideals in the people and fostering a materialistic cynicism that is fatal to spiritual life or permanent development. On this point and the national significance of the contest, Mr. Brooks has the following to say:

"There was no hint of personal bitterness in the prosecution.

"One of them told me: 'It made my heart ache when a man like Mr. Glass had to go to prison, and I am just as sorry for two others whom we still have to put there, but they must go or everybody will know that no real justice has been done. The truth is that people out here are sick of seeing ignorance and weakness punished, while the crimes of the real leaders are blinked at.'

"If the prosecution succeeds, one result of supreme importance is assured, not alone for California, but for the country at large. Clean and fair conviction of a few great offences will react as powerfully as it will act wholesomely upon the kind of trade union that has developed in the Farther West. They have their crooks, precisely as the high finance has its crooks, but to the end of time labor organizations will defend their own criminals as long as capital shields its criminals. Let it once become clear that an even-handed justice is applied straight through to the top as well as at the bottom, and the best elements in labor organizations will begin to rally against their own worst leadership. This is not a theory. I have heard it again and again from honest trade unionists who knew of their own crooks, and suffered from them quite as much as any employer. The first time I heard this was in Denver, four years ago: 'As long as all our men,' it was said, 'know how the capitalist crowd protects its worst men, we can't get rid of our worst men. They set a standard for us that they don't even pretend to follow themselves.'

"Every letter of this charge is true.

"As a brilliant object-lesson San Francisco is perfect. The game has been played so flauntingly that every move can be seen. You can at every point make connections. You see precisely how the boss stands with the labor mayor and supervisors on one side and with the corporation dignitaries on the other.

"No one has to be convinced, because facts are so out that they fairly glare at you. Everyone knows the specific law-breaking of that proud man at the head of the great traction company in San Francisco.

"I asked one of his well-to-do friends why, then, should he too not take the penalty as well as Ruef, Schmitz, or a boodling supervisor. 'Well,' was the queer reply, 'we know he is guilty, but he is our strongest man and we can't spare him. We must have someone able enough to keep labor in its place.' It is pitiable blindness like this which shows us that the game is up. There will be a long and desperate struggle, but the people have found out the enemy. They have taken his measure and the whole significance of their new democratized politics is to free themselves from the main source of their social defilement. To leave this type of monopoly power in private hands—in the hands of those who practice contempt for law—is to make impossible even the decent regulation of the three most devastating vices in the community—prostitution, gambling and the saloon.

"Every one of these rotting evils has now an economic organization as effective and as defined as many industrial monopolies. All the worst excesses which these organized vices engender depend upon graft manipulation. It is not a whit truer in San Francisco than in Philadelphia, Chicago and New York, but the western city shows so openly what the relation is between protected vice and all lawless private possession of transportation, gas, electric-light and telephone, that the student and the man on the street, the clergyman and the farmer see what their problem is.



"It was from a preacher that I heard these words: 'We have simply been dishing water from the sea. Until we can break this partnership between monopolies and politics we shall go on creating vices faster than we can cure them.' It is worth a much longer trip than across the continent to feel the fervor of this movement; to meet those who see the impending issues as a whole, and to see them as those who will not rest until they are overcome.'"

It would be difficult to overestimate the importance of Mr. Brooks' conscientious and painstaking investiga-

tion of these great questions fraught with the issues of life and death for free government and civic integrity. His paper is a staff reporter's news from the battlefield; only in this case the battle is of far greater importance to civilization and the upward sweep of national life than most battles where cannon and shell quickly do their work. For this conflict being waged on the Pacific coast is against subtle forces that are destroying free and popular government and corrupting the political, business and social ideals of the people.

## MAN THE SOCIAL CREATOR

This is the Name of Henry Demarest Lloyd's Last Book

Mr. Lloyd's statement that "man is a creator, and in his province is the creator and redeemer of himself and society," is at first suggestive of an attribution to man of powers beyond his nature. Strictly, man is an adapter rather than a creator. But it is as a being whose powers of adaptation are analogous to creative powers that Mr. Lloyd writes of him as a creator. The recognition of natural laws to which man must conform in all his creative activities is manifest in every chapter of this inspiring book.

As Mr. Lloyd expresses it, "Love is the motive power and reciprocity the law" of all enduring creations; "the progressive discovery of new applications of this force and its law, and the creation of new social organs for its use" being civilization. In response to this force and in obedience to this law "man was created, one after the other, the family, the tribe, friendship, the church, brotherhood, the State"; and now "the historic moment has struck for another creative act in this series of progressive harmonizations."

In accounting for this development by assigning Love as the motive power, the author's allusion is to love as a natural force—"a universal, most matter of fact natural force," whose "field is the world of life, as gravitation and electricity have theirs in the world of matter." His description of the manifestations of this indefinable force are deeply impressive. "It has its good conductors in sympathetic people and free institutions; it has its cataclysmal manifestations, the outburst of affectional passion, like the discharges of a thunder storm or the cyclonic patriotism with which the French met the Allies in 1793; it has its steady magnetic flow in the ever-rising tide of the average good will among men; it has its opposite, or negative, hate; its laws are being discovered and codified into maxims of universal and-practical use; it can be gathered, concentrated, stored, made to do routine work; it needs tools, machinery, a place, as much as any of the other mechanical forces; the social forces embodied in good manners and the constitutions of great states are some of these tools, machinery; it exists in the national reservoirs of life in inextinguishable quantities, and its applications are limited only by the progress man makes in providing taps and vessels; it flows between all forms of life, between man and the lower animals, between man and man, between group and group; it is animal, human, individual, social, natural, international." Mr. Lloyd does not say so, but he would doubtless have assented to the proposition that scientists who would look for this force must not expect to find it in laboratories and dissecting rooms.

Pursuing his analogies, Mr. Lloyd happily likens love as a social force to heat as a physical force; and one of the most striking resemblances to which he refers is the development of love by bringing man into contact

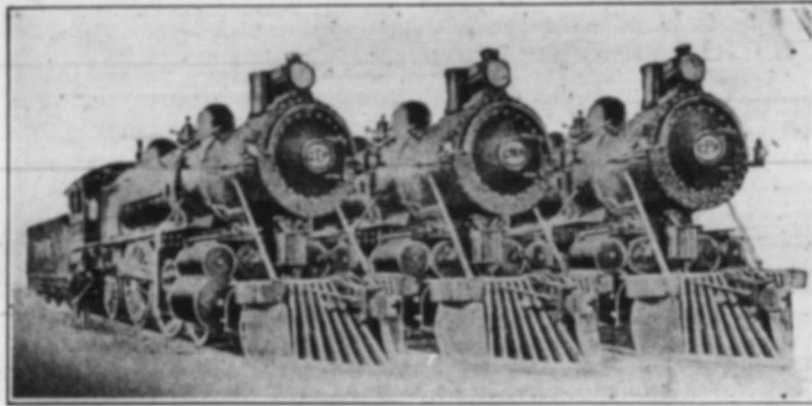
with man as heat is developed by friction. "Love is the heat of society."

Nor is this force a flabby, sentimental affair. It does not destroy self interest, it harmonizes self interests. "It is the self interest of the individual; and, more, it is the self interest of the community; and, more, it is the loves and self interests of the individuals and community harmonized; it is the creator and reconciler of all." It is "the law of service, and service calls for service." It means "not good owners but free men, not good kings but enfranchised citizens, not employes but self-employing workingmen." The full fact is "love and self interest in harmony."

But he is not the social leader who only tells us that love is the social force. This is an old truism. "He is the leader who guides us to the next application;" he is the wise one "who can tell us what answer this law of love makes to the special problem, the social life of our time;" he is "the statesman who will contrive the institution by which the love latent in the people can be set to work in the regions of contact where now hate rules, and he the saviour who can persuade the people to enter it."

Perhaps at no other point does the author more deeply penetrate the practical problem to which his conception of love as the original social force leads on, than when he puts his finger upon monopoly as the generator of love's negative—the disintegrating force of hate. "The world," he says, "has been growing an eye which watches and notes that co-operation is the secret of opulence; and a spreading wit is apprehending that the tyrant and monopolist could be taken and the co-operation left, and that where the compulsion and selfishness were less the opulence would be more."

That Mr. Lloyd does not regard competition as a social evil—that could hardly be when he so characterizes its antithesis, monopoly,—appears clearly when he writes: "A co-operative political economy will not banish competition, but will make it progressively more a competition to create livelihood, property, opportunity for all in the best ways." In contending that the thing most needing emphasis in the social world today, "love, the force which unites," he does not overlook the truth that "the force that separates, self interest, individualism, competition, is as eternal, as necessary, as beneficent as the other." And herein he recognizes what seems to us to be a fundamental truth. Mr. Lloyd is an optimist, a true optimist, one of those optimists who realizes that "love must pull down as well as build up, must come with sword as well as with peace." He sees that "there has always been at least one new war for every kind of love;" "that even hate is but a mask of love,"—righteous hate; for "love of justice, right truth, is hate of lies, oppression, wrong."



In the People's Hands—Three of our Strongest Friends

## PUBLIC OWNERSHIP OF RAILROADS

### A Study of the Results of the Policy of Government Ownership of the Transportation Systems in Europe

(For the "Public" By Erik Oberg.)

#### I. Introduction

While a great deal has been said both for and against government ownership of railroads, but little has been published in America, except for occasional references, that has been intended to indicate, by directly quoting actual results, to what extent this policy has proved financially a success in the countries where it has been applied. In fact, most of what has been said and written has been stated, not with a view of giving real or authentic information, but rather to discourage any further investigation on the subject. Editorial writers, more or less in the service of, or influenced directly or indirectly by, the transportation monopolies, as well as men prominent as political leaders, have time and again assured us that government ownership of railroads has been more of a failure than a success in foreign countries. A notable example of this is Secretary Taft, who, in a speech at Columbus, Ohio, August 19, 1907, in which he sounded the keynote of his intended Presidential candidacy, declared himself not to be in favor of government ownership of railroads; and, by one of the reasons given for his opposition to this policy, he labeled himself as pretending to know something about a question of which he is deplorably ignorant, or else he made an assertion when knowing that the truth of the matter did not agree with his statement.

"I am opposed to government ownership," he said, "because existing government railroads are not managed with either the efficiency or economy of privately managed roads, and the rates are not as low, and therefore not as beneficial to the public."

This assertion, however, is absolutely false in regard to all government railroad systems in Northern Europe, and with regard to the rest of the systems it contains a grossly misleading opinion, contains but a half truth, and is, therefore, really worse than a complete falsehood. For the purpose of proving this to be so, for the purpose of proving that government ownership has not been, nor is, such a complete failure as many of our public men and our press venture to say, the following facts have been gathered. On no subject is the public in general so ignorant, or, at best, so misinformed,

as on this matter. On no public question now before the eyes of the body politic is there such a lack of precise statements containing the actual facts and figures, as on the subjects pertaining to government ownership of railroads in foreign countries.

This is due largely to the fact that our representative journals either ignore the subject entirely, or fill their columns with misrepresentations. In no less degree, however, is it due to the fact that public men, like Secretary Taft, for instance, echo like parrots these misrepresentations in their speeches. Public men of this type are too much engaged in practical politics to find time to find out the facts for themselves. Their ignorance may therefore be excusable, or, at least, explainable. But it is due to themselves as men who claim to be interested in the welfare of their country, that they should refrain from making statements which they cannot substantiate. It is not too much to demand of a Presidential candidate, even a plutocratic one, that he should have some regard for the truth, and that, particularly in a speech that is to be quoted from ocean to ocean, he should guard his utterances in a more careful way. Undoubtedly, however, the remark quoted was due to ignorance, for we hesitate to believe that it could have been made in pure subservience to vested interests. If so, however, it is all the more reason why we should do all in our power to inform the public of the true facts in this connection. If ignorance is found to flourish in so high places, among our so-called statesmen, then it is not surprising that the average citizen lacks information on this important question.

Therefore, it is deemed that a comprehensive treatment of public ownership of railroads, giving facts substantiated by statistics from the best sources, is appropriate for publication at the present moment. The author has tried to avoid general platitudes. He has aimed at substantiating every opinion or conclusion by the records of actual results. And he finally permits himself to claim to have a right to assume to be more intimately acquainted with the actual opinions of the people in countries where government ownership of railroads is an accomplished fact, than could be an occasional



traveller, more or less unfamiliar with the language, the habits and the general attitude of the people in the country where he may try to study this subject.

We are today facing an interesting and significant condition in American politics. The dividing line between the conservative, or rather, reactionary, and the liberal and progressive force in our politics, is one less coincident with party lines than ever. While the American people have hitherto, in a general way, been divided by a line drawn vertically from the top down, the changed conditions have greatly eliminated the old partisan divisions, and the dividing line is now a horizontal one, above which are the beneficiaries of special privileges in whatever form these may take; and below which are those who contribute to privilege without sharing in the benefits derived—those who pay tribute. These two divisions or classes are in the deepest sense of the word, our political parties of today.

On no question could these two parties be more clearly divided than on the railroad question. Here stands privilege clearly on one side, claiming its vested rights, and the tribute-paying public stands on the other. And while the question of government ownership of railroads is not an active campaign issue as yet, it is nevertheless one of the fundamental issues in present-day American politics. The question of railroad control must inevitably be followed by that of government ownership, even in active politics. We shall soon see the futility of our attempts at control. Then we will be forced to grapple with the greater and fundamental question, that of actual government ownership. It is impossible to deny that this question is a political issue. And being an issue, it is our duty to seek information, form an opinion, and to place ourselves on one side or the other in regard to it.

It is then, in the first place of importance that we should find out what has been done elsewhere in regard to public ownership of railroads. Has this policy been extensively tried anywhere? Has it been tried for a sufficiently long time to permit of definite conclusions? Have rates been lowered by the application of public ownership? Are present existing publicly owned railroads self-supporting? Do they give satisfactory service? Is life more safe on publicly owned railroads than on private roads? And, in particular, how do publicly owned railroads in foreign countries compare with private roads in the United States? These are all questions which we must answer in order to be able to form an intelligent opinion. And these questions the author has tried to answer as well as it is possible with the information at his disposal. The conclusion arrived at can be disputed only by pure prejudice, for the facts we are about to quote will plainly indicate that public ownership of railroads is guilty of very little of that which its opponents have charged against it.

It would be possible, and perhaps profitable, to dwell at length on some of the preliminary considerations connected with this question, but as these have been previously dealt with in *The Public* (vol. ix, p. 723; vol. x, p. 326), we may, after an explanatory introduction, consider ourselves ready to enter directly on the investigation necessary to reply to the questions which should be answered relative to the development and results of publicly owned railroads in foreign countries, in order that an intelligent opinion may be formed.

## II. Extent of Present Publicly-Owned Systems

The first question which we shall answer in regard to public ownership of railroads is: Has this policy been extensively tried anywhere? In connection with this question we will also seek an answer to the somewhat allied question: Has this policy been tried anywhere for a sufficiently long time to permit of definite conclusions? With these two questions answered satisfactorily, provid-

ed they can be so answered, we shall have offered evidence as to the falsity of the often repeated statement that publicly owned railroads have been in most cases recent experiments on a small scale, the failure of which, either was already apparent, or was likely to be so in the near future.

It is also highly important that we analyze the situation so as to determine whether at present the policy of public ownership of railroads is recognized as beneficial in the countries where applied. This question seems to be best answered by the fact that ever since railways were first being built, there has been, throughout continental Europe, a general tendency from private to government ownership of railroads. This tendency has been augmented as years have passed on, and at present there is not a single sign of any movement in the opposite direction. That this should be so is perfectly natural. It is simply an assertion of the law of evolution. With all its absurd ideas of authority and autocracy, the European continent has been perceiving more clearly than has America or England what are the true functions of the government. This fact should not be lost sight of. It is highly important that it be fully appreciated by every public spirited American citizen. With all our boasted development and our superior intelligence, we have sadly neglected to distinguish between public and private functions. We have mixed them so hopelessly that in our country corrupt government is looked upon as a matter of course, and honesty in public office is perceived with suspicion. This is, in the last analysis, all the result of our lack of realization of the differences between truly private and truly public functions.

Of the larger European nations, Germany ranks first in having adopted the plan of extensive government ownership of railroads. We will therefore give that country our first attention.

During the latter part of the last century the question of the development of the transportation facilities received the most careful attention of the various German State governments, as well as of the Imperial government itself. It is no exaggeration to say that with the exception of military matters, which always have had the upper hand in Germany, no subject has received so close consideration as that of the development of public transportation facilities. And not only have the railways received the attention necessary for the development of an adequate system of roads, but the governments of the various German States have also fully realized their excellent opportunities for internal waterways, and have always systematically favored a combined network of railways and canals, in the conviction that a combination of both was desirable for the best interests of the whole nation.

It is not uncommon to find criticism expressed by the defenders of our private railway monopoly on account of this very fact. It has been charged that the German State railways were wholly unable to cope with the traffic, and that this, therefore, had to depend on the waterways quite as much as on the railways. This statement is true in a measure, but it is no charge against the German railways, as those who make it wish to have it appear. Because we in this country have neglected the full development of our internal waterways, and therefore are not used to the more balanced conditions of transportation as we find them in Germany, there is no good reason why we should condemn the practice which has grown out of a careful and logical development of all means of traffic facilities. In Germany, the government has provided for a certain amount of uniformity both as regards railways and waterways. It is generally recognized there that it is possible for both these means of transportation to work well together, and to the mutual advantage of both. It has been found very desirable to have the waterways relieve the railways of part of

the heavy traffic in bulky freight which does not require rapid transportation.

Thus, to charge the German railways with inefficiency because of the development of another desirable branch of the general transportation system, is wholly unjust. The charge is made either out of ignorance and unfamiliarity with German traffic conditions, or is presented in bad faith in order to throw a false light upon the actual results obtained by the German State railways.

While the construction of railways in Germany was initiated by private enterprise, both railways and canals, with few exceptions, are now governmental undertakings. It is recognized that the promotion of the transportation facilities is one of the most important functions of the Imperial government, as well as of the governments of the various States. The first railway in Germany was constructed in Bavaria in 1835, this being a private undertaking. The first railway constructed by a German government was opened in 1838 in Brunswick. The management of this road was also undertaken by the government of that State, because it was considered that such a course would be to the best interest of the whole community. Thus, public ownership, and operation of railroads has been an accomplished fact in Germany for 70 years.

In 1840 the governments of Baden and Nassau also constructed State railroads. All the southern German States then followed suit within the course of the next few years. A reaction in regard to public ownership in some States caused some of the railroads later on to be turned over into private hands, as in Bavaria in 1856, where all the railroads then passed into private hands, only, however, to return into the hands of the government as soon as the folly of private ownership and operation had become apparent.

It has often been said that had it not been for pri-

vate enterprise, many of our American roads would never have been built. The early and present German, as well as Swedish, experience in this respect points in the opposite direction. In many cases these governments have constructed roads which were considered necessary for the development of the respective countries, which private enterprise was not willing to undertake to build.

The largest German State railway system is that of Prussia, and being by far the largest, it is also of the greatest interest. The first railway in Prussia was a private road, built in 1838, but the road was chartered only on the condition that it could be purchased by the government at will. From 1849 on, the Prussian government commenced to construct railways on a large scale, the development of the Prussian State railway system being shown in the following table.

(The German State railways, it should be stated, are all owned by the individual States, and there is no such thing as an Imperial railway system. The Imperial government, however, acts as a general commissioner of the whole nation, and, while having no actual authority over railway matters, exerts its influence in behalf of uniformity and general harmony.)

#### Growth of Prussian State Railway System

Year.	Miles.	Year.	Miles.
1855 .....	664	1885 .....	12,111
1860 .....	934	1890 .....	14,833
1865 .....	1,064	1895 .....	16,440
1870 .....	2,028	1898 .....	18,263
1875 .....	2,563	1900 .....	19,270
1880 .....	3,756	1902 .....	20,173

Previous to the date when the first German State railway was opened (in 1838), and all the time since, private railroads have also been in operation in the Empire, and ample time has thus been provided for forming a pretty sound judgment regarding whether govern-

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ment or private ownership and operation is preferable. The conclusion reached by the German people themselves is indicated by the fact that the proportion of private railroads to government owned ones has constantly been growing less, so that now less than 8 per cent of the whole railway system remains in private hands.

Seventy years of public ownership has placed the German railway system in one of the foremost places of any in the world. The excellent permanent way, the high-class equipment, and the regularity of the service justify this statement. The Germans themselves cannot conceive of the idea of superiority of private management. It would seem sheer madness to them to make such a proposition. If they compare their State railroads with the private roads of Great Britain with their high regular rates, or those of Spain which have become a by-word all over Europe, it is easy for them to see that they have adhered to a correct principle in their railway policy.

The various German governments, however, have never tried to establish a state monopoly in railroad transportation. Private roads always have been, and still are chartered, but it is absolutely certain that, contrary to opinions often accepted even by thinking and intelligent persons in the United States, the private roads have not set the pace of development, but this has always been done by the government roads. Private enterprise, in competitive industries, will show the best results. But given a private management and a monopoly and the case is reversed. And railroading can never be purely competitive, but, on the other hand tends to be, and often is, purely monopolistic. Take a case in our own country—the case of the city of Hartford, Conn., for instance. Although seven railroad lines, and numerous interurban trolley lines, as well as steamboat connections, give ample means of communication, that city cannot be reached from any direction but by traveling in the cars or on the boats of the same company.

If we now turn our attention to other European countries having applied the principle of public ownership of railroads, we find that in Sweden the government owns about 2,800 miles out of a total of 8,500 miles of railway in the country. The first government railroad in that country was opened in 1856. Here, as in Germany, ample time has therefore elapsed for everyone concerned to form an opinion as to the superiority of private management, if it be superior; for Sweden has had private railroads side by side with the State roads, all these 52 years. But even the suggestion that private roads are better managed, would, after over half a century's experience with both kinds of roads, seem ridiculous to a citizen of Sweden.

In Norway, about 1,400 miles out of a total of 1,630 miles of railway belongs to the government. The railway system is being rapidly enlarged, and several hundred miles of additional State railway is either planned or under construction. In Denmark, out of nearly 2,000 miles of railway, 1,150 miles are in public hands. In Switzerland 1,530 miles out of a total of 2,110 miles of railway is owned by the government, and there are provisions for the gradual passing of all railroads into the hands of the government. In Holland nearly 1,000 miles out of a total railway mileage of somewhat more than 2,100 miles is in the hands of the government.

In Greece the movement for the construction of railroads is comparatively recent; the government owns or directly controls about one-half of the total mileage, which amounts to somewhat more than 800 miles. At the end of a certain period, however, all railroads pass into the hands of the State. It is, in fact, remarkable to note, that the United States, Great Britain, and Spain are the only countries of any consequence which have not provided for ultimate government ownership by the passing of the railroads, automatically, into the hands of the State, at the end of a certain period, and that the

United States alone is the only country which has not in some way provided for public ownership at any time when the representatives of the public so decide.

Bulgaria owns 780 miles out of 970 miles of railway. In Portugal the State owns more than 500 miles, out of a total of 1,500 miles. Serbia owns all of her railroads, amounting to 360 miles. Roumania also owns all of the railways in the country, about 2,300 miles. In Russia, including Finland, the government owns 29,000 miles of railway, and private companies 11,500 miles. Great Britain and Spain are the only European countries without any railroads at all in the hands of the public.

In Belgium, State railways date back to the time when railways were first built in that country. The Belgian government conceived the idea of a State owned railway system as early as in 1834, and the first government railway was opened for traffic in 1840. At the end of 1906 there were more than 4,500 miles of railway in the country, of which more than 2,500 miles, all standard gage, belonged to the government, and the remainder, mostly narrow gage roads, to private companies.

The French government owns nearly 2,500 miles of railway out of a total of about 25,000 miles; but all railroads become automatically the property of the government at the end of 99 years after chartering, and before that time at the option of the representatives of the people. The public ownership policy of France dates back to 1842.

Austria has 13,000 miles of railway, and fully 8,500 miles are now in the hands of the government. Hungary has over 11,000 miles of railway, 9,200 miles belonging to the State. Finally, Italy, having about 10,000 miles of railway, possesses 8,200 miles of State railroads.

Turning now from Europe to Australia, we find public ownership of railways even a more established and recognized principle. All the Australian railways are owned by the State governments. New South Wales, has 3,450 miles of State railway; Queensland, over 3,000; South Australia, nearly 2,000; Victoria, 3,400; New Zealand, 2,500; and Tasmania, about 500 miles. These systems date back to the period between 1850 and 1870, and are thus by no means recent experiments.

In Asia, we find that the Japanese government owns over 4,000 miles of railway. The Chinese government owns 600 miles of railway, and all lines built by private companies revert to the State after 25 years. In India, out of a total of 29,000 miles, 21,700 constitute governmental lines.

In Africa we find that the governments of Transvaal and Orange River Colony own 2,500 miles of railway, the government of Egypt 1,500 miles, and that of Natal 880 miles. In South America, Brazil has about 11,800 miles of State railways; Chile, 1,400; Columbia, 210 miles; and Peru, 850 miles. The remaining South American countries have usually guaranteed the railways in their respective territories, indicating the government as the initiatory, and responsible party.

If we now summarize the results of our investigation, we find in the first place that in every European country, Great Britain and Spain excepted, the government owns at least part of the country's railroads, and in nearly all, the greater part. Looking further into the matter we would also find that even in Great Britain provisions have been made as much as 64 years ago for public ownership of the railroads at the option of the parliament, and these provisions have been renewed and re-enforced from time to time. We find also that in all those countries where there are government-owned and private railroads side by side, the State has reserved to itself the right to acquire the private roads at its option. In Australia we find government ownership of railroads to be the only recognized principle of railway

operation; and even in those countries in the far East which have but lately accepted our western civilization, we find this principle applied. Considering all this, does it not seem fairly safe to assume, even if we had no further proofs, that had government ownership largely proved a failure, these conditions of universal and persistent application would not have prevailed?

It does not seem likely that any nation would have persisted in continuing its ownership of its railways for forty, fifty, and even seventy years, had it not been demonstrated that this policy is the most beneficial to the nation. Had State railways largely been failures, it would have been so easy to turn from public to private ownership, that we would not be likely to find any means of transportation in the hands of a government which failed to conduct the business better, or even as well, as private monopoly would do. The people in Europe are very critical in regard to the manner in which their State railroads are run. In fact, had public ownership been a failure there, we should first of all hear it from the European press and public.

Arguments, however, avail but little. In future we shall give the facts relating to the service rendered and the financial outcome of public ownership, so that each may judge for himself.

### III. Financial Aspect of Existing Systems

One of the first questions regarding public ownership of railroads which an American is likely to ask himself is: Will it pay? Can the government conduct railways and make them self-supporting? Will there be any returns adequate to give a "decent" percentage of interest on the capital invested? We can answer these questions only by referring to the experiences of other countries, which have applied the principle of public ownership.

We will then, again, first turn our attention to Germany. All considered, extent of system, organization, excellence of service, etc., this country undoubtedly has the most remarkable state railways in existence.

Examining the results obtained, financially, we find that the best paying State system is that of Prussia, being the largest, and embracing as it does more than 20,000 miles of railroad. The average percentage of earnings of the construction and equipment cost of this system fluctuated from 3.47 per cent in 1855 to 7.17 per cent in 1904. For comparison it may be mentioned that the average earning capacity of the private German roads is 3.87 per cent., and that the average earnings of all European roads is four per cent. The figures quoted for the Prussian state railways in particular, and for the other systems as well, do not indicate that these government owned systems have been failures financially, at least.

Of course, financial returns imply nothing until we have examined the rates charged for the service rendered. Upon such an examination, which we will make in another article, we shall see that favorable returns have been obtained in spite of low rates, which point towards high efficiency of management. Before referring to the rates, however, and comparing them with those in force in this country, it should be realized that a direct comparison between Germany and the United States is difficult on account of the varying factors to be considered.

Wages are lower in Germany; but working hours are shorter, employment more secure, holidays with pay more plentiful, and the old age of the employees cared for by a pension system. Thus while the pay here is apparently higher, it may be, in some cases, at least, relatively as high in Germany.

Construction cost is probably as high in Germany as in this country, for, while the labor employed is cheaper, the permanent way is, as a rule, of a heavier and

far more expensive construction than on most American roads, the leading great Eastern systems excepted.

The rolling stock, in general, is more expensive in Germany. At a time when American roads obtained a certain class of locomotives for about \$11,000, the German State railways paid nearly \$14,000 for theirs in Germany. Other European countries have even imported locomotives from America, because they could be had cheaper. This does not agree with what our tariff friends tell us of the pauper labor in Europe, but the facts remain.

The actual cost of construction and equipment of the German State railroads is about \$104,000 per mile, or nearly double the average capitalization of American roads per mile. This indicates that European roads are not any cheaper to build. And the difference becomes even more pronounced when we remember that there is a vast gulf, in American railway practice, between capitalization and actual cost.

We have thus far seen that most of the necessary expenses of German and American roads may be fairly directly compared. We have seen that the German government-owned roads have been financially successful. Now then, if the German State railways can carry passengers at a rate about one-half of the average American railway rate, carry them more safely, and land them at their destination more accurately as regards time of arrival, what then becomes of our alleged superior private management?

All it has accomplished, in way of superiority, is the creation of railway magnates, many of whom are, in the last analysis, little better than gamblers, and sometimes worse.

As far as freight rates are concerned we will find on close examination that, although it is constantly claimed that these are higher in Germany than in the United States, this difference is more apparent than real; and in spite of all the figures quoted to the contrary, a thorough examination of all the conditions connected with this question, point, as we shall presently see, without much doubt, to the fact that even freight rates are, at least to the general public, considerably higher in the United States than in Germany.

The foregoing presentation applies not only to the German State railways, but to European government railways in general, so that it will be necessary to give only in outline the figures relating to financial returns in other countries.

Examining the conditions of railway transportation in Sweden we find that we have here a country where the possibilities of public ownership are exhibited in their best light. For here we deal with a country with a comparatively sparse population, and with business activity and industries as yet not developed like those of Germany or the United States, with a traffic amounting to only half the European average, with a railway mileage greater in proportion to the population than in any European country, and with service not surpassed, except, perhaps, as regards speed, anywhere. Here, therefore, the "experiment" of public ownership would prove a failure, if it failed anywhere; here, if anywhere, the financial outcome would be, at best, uncertain.

Yet, we find that the Swedish State railroads have always been self-supporting, and that they have returned a reasonable, if not a high, percentage on the capital invested. The following are the figures for a number of years.

Year.	Per Cent.	Year.	Per Cent.
1866-1870 .....	2.99	1896 .....	3.99
1871-1875 .....	4.25	1897 .....	4.74
1876-1880 .....	3.04	1898 .....	4.40
1881-1885 .....	3.56	1899 .....	3.77
1886-1890 .....	2.63	1900 .....	3.05
1891-1895 .....	2.64		



The national debt of Sweden has all been contracted for the purpose of building government railroads, and the interest on this debt, which is contracted at an average of 3.5 per cent, is nearly always covered by the net proceeds from the railway system. It is a remarkable thing to find a nation whose whole indebtedness is covered by actual tangible assets, the earning powers of which pay the interest.

The remaining European State railway systems do not all show as good returns as the Swedish and German systems, but they are all paying propositions, that is, they do not entail a loss to the taxpayers.

The percentage returned on the capital invested was 4.17 in Belgium in 1903. The Austrian State railways in 1901 returned 2.47 per cent. Hungary's State railways in 1900 returned 4.68 per cent; in 1901, 4.42; in 1902, 4.60; in 1903, 4.69; and in 1904, 4.75 per cent. Those of Switzerland returned in 1904 over 3.65 per cent, and those of Roumania 3.40 per cent in 1903-1904.

Turning to the Australian railroads we find the following figures:

New South Wales (1906-07) .....	4.96
New Zealand (1906-07) .....	3.45

Queensland (1904) .....	2.6
South Australia (1904) .....	3.5
Tasmania (1904) .....	4.65
Victoria (1904) .....	3.44
Western Australia (1904-1905) .....	4.56

Summarizing our previous investigation, we find that public ownership of railways has not proved a failure from the financial point of view. We find that in countries where the State systems have reached a high development by virtue of a strict adherence to the policy of public ownership, as in Germany, the returns have been exceptionally favorable; and that in countries where natural limitations and a sparse population prevent exceptional results, the outcome has still been far from discouraging. Without fear of exaggeration we may therefore say that from the point of view of the State treasury public ownership has, wherever consistently applied, proved a success, sometimes a very decided success.

*This article will be continued in September issue, when the service rendered by Publicly Owned Railroads will be dealt with as well as the charges exacted for service—Editor.*



A Busy Day on Portage Plains

## THE ISSUE

(By Albert J. Beveridge, in Saturday Evening Post.)

Galileo was a fine type of the man who had a clear brain and a weak heart. "The world moves," said Galileo three hundred years ago, but that simplest of truths he was forced to recant by the narrow minds that ruled that day. He had the mind of a scientist, but not the soul of a hero. Had he announced a political truth, the benefits of that truth would have been delayed for a century by his cowardly retraction. When any man conceives a principle of human advance he must stick to it if he would be a benefactor of the human race—yes, even if he would not become a worse enemy of his own discovery than its most active foes.

I do not find in reading history that genuine reformers or even real statesmen ever compromise on principles; there can be no opportunism in matters of conviction—that is possible only on measures which do not involve principles. In mere matters of legislation, where the question is to get something—a little good rather than nothing good—compromise may be the only good sense; but in the higher realm of principle there can be no retraction such as Galileo made three hundred years ago, and such as mere politicians are making every day.

At the beginning of the militant and purposeful movement against slavery—not the slow, complaisant, harmless "protests" that preceded it—William Lloyd Garrison said, "I will not retract; I will not retreat a single inch, and I will be heard." There spoke the soul of a moral movement. Wendell Phillips put it even stronger

when he declared, "The reformer must have no social position to maintain, no political party to serve." For you see, a moral movement whose purpose is to make life happier and human conditions better for the millions has always run up against great interests which in some form or other are preying upon these millions. At one time it was aristocracies and kings, whose idle luxury was supported by the masses—beautiful but poisonous flowers nurtured upon the blood of the people. At another time—and at bottom, always—it is evil financial interests that are wickedly profiting at the expense of the multitude from practices which these moral reforms will put an end to.

And so it is that, without that heroism which would rather be destroyed than retract, no principle could ever be established against the mighty opposition which always battles to defeat it—no moral movement could ever achieve its purpose. Think of Cromwell compromising with the Stuarts; think of Washington compromising upon the movement which circumstances and their own stout hearts made them the leaders of, history would have written them down as infamous instead of making them the worshipped champions of humanity's great cause.

### When Compromise is Justifiable and When Not

Let me here again draw the distinction between that compromise which is justifiable in matters of practical

legislation where the life of no principle is at stake and that wicked compromise by which the life of a principle is imperiled. If I find as a legislator that I can get some legislation by yielding here and there, without sacrificing any principle, I am foolish if I do not do so; but if I yield the principle I am wicked to do so. Yet just here is where the mere politician who cares for nothing but the success of his party, and cares for that only because it means his own success, gets in his plausible and destroying work. "All legislation is compromise" is the favorite expression of this enemy of the people, and thus, throwing up the dust until he hides the distinction between a moral movement and a legislative program, he compromises the moral movement out of existence.

"Let us not go too far. Our direction is right, of course, but if we go too far right now we will lose this or that group of voters who are not keeping up with us"—is another familiar expression of this same class of manipulators. Still another and even more effective watchword is, "harmony." "Let us have harmony," "We must have harmony if we would win the election," and suchlike moth-eaten catch phrases, are used to halt historic movements having for their purposes liberty of men, honesty in business and all those things that end abuses. These methods are much more dangerous to a moral cause than unyielding defiance and opposition. Apparently, they are so reasonable; it really does seem wiser to win at any price and attend to the moral movement and the legislation it involves afterward. The guile of the politician working for corrupt forces, and the ingenuity of paid lawyers working for the same interests, are more powerful against human advance than the bayonets of kings or any other form of rigid autocratic resistance of progress. For example, the Bourbons of France were the real fathers of the Reign of Terror; it was unyielding denial of the people's just demands that lit the fires of the French Revolution. Our own Revolution was caused by the royal stupidity of King George, who firmly refused the smallest item of the righteous petitions of the Colonists.

Moral movements come periodically in every country. They come more frequently, of course, among free people than anywhere else. Always they are clear-cut; always they are historic, and always they move on until their purpose is accomplished. We see this quite clearly in the Cromwell movement in England. We see it again in the same country in the movement which had for its battle-cry, "Justice to Ireland," and which went on until today the dreams of socialism itself are realized by the British land laws for Ireland. We see it still in that heroic struggle led by the immortal Shaftsbury to end child slavery in the United Kingdom. A notable example was the movement for the liberty and unification of the Italian people, led by Garibaldi on the battlefield and Cavour in the council chamber. A most brilliant and awful example of such a movement was that of the French people, which had been so long resisted and so strongly repressed that when once it began its belated progress it rushed madly on and worked destruction in its effort to work righteousness.

#### The Declaration of Independence Opposed by Business Men

In our own country these moral movements have been just as distinctly marked. The first was that of our independence. The second was the movement for national consolidation which ended in our Constitution. The third had the same underlying purpose of national unity; it took the temporary form of popular rights and was led and personified by Andrew Jackson. The fourth was that which made Abraham Lincoln the greatest figure, but one, in the world's history; and it, too, had as its deep and underlying cause the still firmer welding to-

gether of the American people into a nation, and took the form of the liberty of all men in that nation.

All these movements were resisted in one fashion or another by the same kind of forces. All of them were fought out by the people—by the man in the furrow, at the anvil, in mill and mine and store. All of them persisted until they were finally successful; all of them involved as a practical matter various forms of legislation which wrote the meaning of those movements into tangible law.

For example, it is a historical fact that our Revolution was fought and won by the common people; it is a historical fact that the big business interests of every city in the Colonies were aggressively Tory in their sympathies, with a very few splendid exceptions. New York City did not send many men to the field for the patriot cause; the "best society" of both New York and Philadelphia was anti-patriot; and the Declaration of Independence was actually opposed by commercial magnates upon the ground that it would hurt business. It is within the memory of living men that the speeches of Phillips and Garrison, the essays of Emerson, the poems of Lowell and Whittier, were condemned by those in the highest places, even in Boston, as being a "rub-a-dub agitation"; and everybody will remember when their attention is called to it that Lincoln was urged not to issue the Emancipation Proclamation because it would effect the price of stocks.

From the firesides of the common homes of the Republic poured those streams of intelligent conscience, which made every one of these movements victorious in the end. Jackson would have been utterly destroyed if he had not had the common people at his back. The financial interests were against him to a man. Washington would have been a poor, broken, pathetic figure—an unsuccessful rebel—but for the ragged Continentals. Even as it was, it took him seven years to drive fifty thousand English and Hessians from our shores, although the latter were thousands of miles away from home, with a stormy sea between. One would have thought that this little army of aliens in an enemy's country occupied by four million people, who could turn out five hundred thousand fighting men, would have been swept into the sea in six months' time; and so they would have been had all Americans united against them.

But they were not united against them, and Washington's appeal to the people was slow of answer because they were so widely separated, so poor, so hard to reach, so difficult to assemble. But because the movement which Washington led was a great historic human movement; because those which Jackson and Lincoln led were of the same quality, and because they were backed by the great masses of the humble, to benefit whom their great purpose was, each of them in the end prevailed.

#### Midway in a Great Movement

To-day we are perhaps more than midway in the same kind of moral and historic movement. And the great question—the only real question—is whether this movement shall be halted and turned back. The coming campaign will be determined, not upon definite detached questions stated in the various "planks" of party platforms; it will be determined by the "general lineup". There are no issues—but there is an issue. Shall what we have gained by hard fighting be surrendered? Shall this great human advance be compromised away? Shall parties listen to the voice of that type of politician who is absolutely blind to the meaning of the times and try to win an election at the cost of sacrificing this great movement; or, shall political parties obey the massed morality and combined intelligence of the people and thus win more surely and win gloriously?

For just this critical and profound question is the



one that confronts us; just this is the issue. Just such a movement as I have described is at stake. Let no man make any mistake about that. What we have been seeing and doing for the last seven years is not a political phase which lasts for a year or so and then vanishes.

This is no "swinging-of-the pendulum" incident in American politics. No! It is a movement—a movement for righteousness; justice and larger human good, like similar movements in the past. Its purpose, too, is the greater unification of the American people, and its immediate aspect and largest manifestation is to secure fair dealing and equal rights in business.

At Yale University I said that "the meaning of the time is the organization of honesty." The people are at work putting an end to practices that give some of them intolerable wealth and more than kingly power at the expense of them all. They are determined that every business man shall have an equal chance, equal rights and equal protection with every other business man. They are determined that it shall not be within the power of one business man to say whether other business men shall live or die. They mean that no corporation shall commercially defraud and physically or morally injure the millions of people with whom it deals. They are resolved that the economic forces which have properly created aggregations of capital engaged in industry and commerce shall not lift the men who manage those aggregations of capital above the law that applies to everybody else or exempt them from the rules of common morality which enjoin simple honesty in trade.

This is the interpretation of every law that we have written in the last seven historic years—some of them excellent, some of them imperfect. For example, when the Standard Oil Company, by criminal rebates, ruined other people who wanted to engage in the oil business, the people, to stop it, demanded the anti-rebate law. Again, when the coal-carrying railroads would furnish plenty of cars to their own mines or to mine-owners in league with the officers of these railroads, and would not furnish cars to mines which they did not own or mine-owners not in league with their officers, the people demanded that that should be ended by a law preventing such discrimination, on the one hand, and the ownership by the railroads of these storehouses of the people's fuel on the other hand.

A still better illustration is the meat inspection law. Everybody remembers how bitterly the Beef Trust fought that law. The Beef Trust said, just as the Standard Oil Company and the coal-carrying railroads had said, that its business was nobody's business but its own—that what it did was its own private affair, with which the public or the Government had nothing to do. But the public and the Government had to have something to do with it. The millions of individual buyers could not possibly know whether the meat food products which their families consumed were laden with poison and disease or not. These scores of millions of consumers were absolutely helpless, so they had to put their agents, called Government inspectors, in all of these plants.

You see that with the evolution of these great modern business concerns called trusts, which are perfectly legitimate and necessary from an economic point of view, a new system of business ethics has also evolved. No such business can be or is any longer private business. Their managers and owners are no longer private business men. They are public business men. Their enterprises are not only machines for making profits for themselves, but also trusts for the great public with which they deal. Their managers are no longer merely pilers-up of private fortunes; they are now also trustees for the people. Their business is no longer exclusively their own business; it is also everybody's business. Had they recognized these new principles of business ethics

no restrictive laws would have been necessary. Had the managers of the Beef Trust said to themselves and to one another, "We are not only interested in making money for ourselves, but we are also bound to look after the health and safety of the millions with whom we deal, who cannot look out for themselves," there would have been no storm of popular wrath against them. And because these great business concerns did not admit or even realize these new business principles, the people forced them to realize and obey them by affirmative laws.

I say "new business principles," but, as a matter of fact, they are only new applications of principles as old as moral law itself. These men took the ancient and discredited view of Cain and asked, "Am I my brother's keeper?" instead of that Golden Rule which more and more is coming to rule the world and ultimately will rule it utterly—"Do unto others as you would have others do unto you." How remarkable it is that all these vast, new, complicated problems in the end reduce themselves to the simplest terms and plain precepts which were taught us at our mother's knee!

Thus we see that the movement in which we find ourselves to-day is a movement of the people, by the people and for the people. Already it has benefited them in health, comfort and opportunity; and far more important, by their struggle for this betterment the people themselves have secured a clearer moral vision and a higher and firmer moral purpose. And it has not injured business. It has helped it. No legitimate industry in the Republic will fail of more solid and more permanent prosperity because of it. It has, it is true, interfered with the operations of certain mighty men of affairs who had grown impatient of law and regarded the people as their lawful spoil. These men have cried out in wrath to be let alone, and by their power have temporarily affected commerce in general. I do not think these men believe they are working any unrighteousness at all. Born in another generation and coming into the vast commercial power which inevitable economic evolution has given them, they have failed to recognize that even grander truth that they are no longer private business men, but public business men. The captain of industry from now on must be a statesman of affairs. It is all right for him to consider his own pocketbook, but he must also consider the people's welfare.

### Higher Motives Help Honest Business

Aside from the temporary impairment of business which the powerful ones have been able to bring about, is a certain inevitable but transient slowing down of business caused by this change from abnormal business conditions to normal business conditions. This is necessarily so in everything. It is so in the case of a man's health; so in any change of human conditions. It is a period of readjustment. We are getting everything "on the level," as the masons say. And once when they are gotten on the level, as they soon will be, everybody will be more prosperous and far happier than ever before.

This is proved by the fact that English, German and French business is universally conceded to be the soundest and most conservative in the world, and yet we have not done nearly so much toward legislating business honesty into law as England has done, and far, very far, less than either France or Germany. And the business of those countries proceeds smoothly, safely and prosperously—far more prosperously than ours, when we contrast our enormous resources with their comparatively meagre resources.

For the last year there has been a determined effort not only to check, but also to turn back this mighty movement for common honesty in trade and righteousness in business upon which the American people have entered. Great forces—the greatest financial forces in history—are determined that it shall be turned back. Master minds—by far the most resourceful in the Republic,

or in the world—have been planning and are planning now to turn it back. Unlimited wealth is at their disposal; the craftiest minds in politics are at work—for the people should know that many men in both parties who are held up to them as models of public servants, and skillfully portrayed as statesmen are in reality the enemies of this movement, and so the betrayers of the people.

I do not mean that all of them are consciously so. Many of them, raised in the old school of politics, really believe that this whole movement is nothing more than a form of popular insanity. They say privately that "we are in a period of hysteria." They honestly think that this era of reform is a fantastic, wicked nightmare. Who has not heard these men earnestly (but privately—always privately) denounce Roosevelt as a harlequin and a demagogue, though on the stump and before the people they will praise Roosevelt and Roosevelt's policies? Now and then a man like Chancellor Day, of Syracuse University, has the courage to say quite openly what these others say quite privately. Other courageous men like ex-Governor Black, of New York, speak with contempt about "the man on the barrel-head." But these bold ones are not so dangerous to reform as the craftier and more cowardly ones who confine their criticism to private utterance and in public declare themselves "in line with the movement," and who, concealing their real opinions, await the day when they can turn back the hands of the clock of time.

#### The Sophistries of the Obstructionists

All these men—the kings of finance who respect not the rights of the great mass of ordinary and honest business men; the great interests that refuse to recognize the new ethics of business which command them to consider the welfare of the people; their paid lawyers, who invent cunning arguments to show that all the laws we propose are unconstitutional; and most dangerous of all the politician of the old school who believes the whole movement to be nothing more than a spasm—all these are uniting to fight the movement. Sometimes they voice their purpose publicly in most plausible phrase. For example, we hear it said that "we should do no more until we see how that which we have already done will work." But what would you think of a man who, when you were building a house, would tell you to stop and live in it and see how you liked it before the plaster was on the walls, the windows in their frames or the roof shingled?

I do not think that this historic movement will be turned back. It has been checked, it is true; for the moment it is almost at a standstill; but it will gather new force again and sweep forward till it is done. There were similar periods of hesitation and despair in every one of the great movements which I have given as examples of the present one. There were times during the Civil War

when the best of men grew faint of heart and said: "Let the erring sisters go," and in the midst of that conflict a great national party actually adopted a platform, which declared that the war was a failure. There were times, such as the winter at Valley Forge, when our war for independence seemed certain of failure. Indeed, a whole paper might be written showing how in every movement like the present, in this and other countries, it seems that the end had come before the move had accomplished its work, but always the people themselves were renewed from On High, their hearts were strengthened, and they went forward till their work was done.

Much has been accomplished, though not within the recent months. A good deal remains to be accomplished. Our whole financial system, which is now a sort of chaos, must be set in order and put upon a solid, enduring, scientific basis. The time has come when we must abandon the log-rolling, hop-skip-and-jump methods of tariff building, and make our customs laws upon exact information according to modern principles of commerce. The Sherman Law, which is twenty years old, according to the calendar, but a century old according to business conditions, must be revised and made to fit the modern business situation. It is absurd and worse that honest business men should be prevented from making honest combinations for honest business. Business is the name for the trade activities of the people. Its hands must be free, its feet unshackled. Only upon the dishonest let the ball and chain be locked. We should strike only that business which pilfers from the people, but by the same token, we should help all business that serves the people. For the pirates of business the yardarm or the plank; but for honest business the open seas and welcoming ports.

It will take but a few years longer to put on the statute-books the remaining laws needed to complete this great movement for righteousness and honesty, for justice and humanity. And when it is ended let it be ended. When wickedness exists, failure to agitate against it is even greater wickedness; but when the work has been done, further agitation is not only just as wrong, but it is folly also. I despise the man who refuses to fight the great evils which hurt the people, but I equally despise the man, who, when those evils are ended, will go on agitating merely for spectacular effect and his own public advancement.

This one word more: It is a good quality of the human mind to hesitate about doing things, but when this useful mental quality becomes extreme it is an effective barrier to all progress. The man who would always be changing conditions just for the sake of change is a nuisance; but the man who opposes all change just because it is change is equally a nuisance. Neither type is the American type. Americanism means adaptability—change when change is needed, and refusal to change when change is not needed.



The Young City of Lashburn, Sask.



# LUMBER! LUMBER!

## DIRECT FROM MILLS TO THE FARMER—CONSUMER

**W**HY pay a middle man's profit when you can buy from us at WHOLESALE PRICES? ¶ If you can alone, or in conjunction with a neighbor, order a car lot, we will send you a delivery of lumber—DIRECT FROM THE MILLS that will fill every requirement in your building scheme, and save you THIRTY PER CENT on retail prices. ¶ Now is the time to build or to get CHEAP lumber for future operations. IT WILL NOT REACH A LOWER POINT. ¶ GET our prices—delivered at your station. You pay when you have received and are satisfied with our delivery.

# The Lake Lumber Company

WINNIPEG - MANITOBA



IN THIS WHEAT BYE AND BYE  
 After singing which "let us prey"—on the producer

# THE ETHICS OF WESTERN LIFE



"All That a Man Wants—Even Nature and Labor"

## WHAT LIFE MEANS TO ME—Life Without Principle

(By Henry D. Thoreau.)

*Note—Speaking of this essay of Thoreau's, an eminent publicist said the other day: "No greater service could be done the public today than the publication of "Life Without Principle." I regard the essay as one of the greatest and truest utterances of a man whom I rank higher than Emerson."*

Let us consider the way in which we spend our lives.

This world is a place of business. What an infinite bustle! I am awakened almost every night by the panting of the locomotive. It interrupts my dreams. There is no Sabbath. It would be glorious to see mankind at leisure for once. It is nothing but work, work, work. I can easily buy a blank book to write thoughts in; they are commonly ruled for dollars and cents. An Irishman, seeing me make a minute in the fields, took it for granted that I was calculating my wages. If a man was tossed out of a window when an infant, and so made a cripple for life, or scared out of his wits by the Indians, it is regretted chiefly because he was, thus incapacitated for—business! I think that there is nothing, not even crime, more opposed to poetry, to philosophy, aye, to life itself, than this incessant business. If a man walk in the woods for love of them half of each day, he is in danger of being regarded as a loafer; but if he spends his whole day as a speculator, shearing off these woods and making earth bald before her time, he is esteemed as an industrious and entertaining citizen. As if a town had no interests in its forests but to cut them down!

Most men would feel insulted if it were proposed to employ them in throwing stones over a wall, and then in throwing them back, merely that they might earn their wages. But many are no more worthily employed. For instance: Just after sunrise, one summer morning, I noticed one of my neighbors walking beside his team, which was slowly drawing a heavy hewn stone swung under the axle, surrounded by an atmosphere of industry—his day's work begun, his brow commenced to sweat—a reproach to all sluggards and idlers—pausing abreast the shoulders of his oxen, and half turning around with a flourish of his merciful whip, while they gained their length on him. And I thought; Such is the labor which the American Congress exists to protect—honest, manly toil, honest as the day is long, that makes his bread taste sweet, and keeps society sweet—which all men respect and have consecrated; one of the sacred band, do-

ing needful irksome drudgery. Indeed, I felt a slight reproach because I observed this from a window, and was not abroad and stirring about a similar business. The day went by, and at evening I passed the yard of another neighbor, who keeps many servants, and spends much money foolishly, while he adds nothing to the common stock; and there I saw the stone of the morning lying beside a whimsical structure intended to adorn this Lord Timothy Dexter's premises, and the dignity forthwith departed from the teamster's labor, in my eyes. In my opinion, the sun was made to light worthier toil than this. I may add that his employer has since run off, in debt to a good part of the town, and, after passing through chancery, has settled somewhere else, there to become once more a patron of the arts.

### Mere Money Grubbing

The ways by which you may get money almost without exception lead downward. To have done anything by which you earned money merely, is to have been truly idle or worse. If the laborer gets no more than the wages which his employer pays him, he is cheated, he cheats himself. If you would get money as a writer or lecturer, you must be popular, which is to go down perpendicularly. Those services which the community will most readily pay for, it is most disagreeable to render. You are paid for being something less than a man. The state does not commonly reward genius any more wisely. Even the poet laureate would rather not have to celebrate the accidents of royalty. He must be bribed with a pipe of wine; and perhaps another poet is called away from his muse to guage that very pipe. As for my own business, even that kind of surveying which I could do with most satisfaction my employers do not want. They would prefer that I should work coarsely and not too well, aye, not well enough. When I observe that there are different ways of surveying, my employer commonly asks which will give him the most land, not which is most correct. I once invented a rule for measuring cordwood, and tried to introduce it in Boston; but the meas-



urer there told me that the sellers did not wish to have their wood measured correctly—that he was already too accurate for them, and therefore they commonly got their wood measured in Charlestown before crossing the bridge.

The aim of the laborer should be, not to get his living, to get "a good job," but to perform well a certain work; and, even in a pecuniary sense, it would be economy for a town to pay its laborers so well that they would not feel that they were working for low ends, as for a livelihood merely, but for scientific, or even moral, ends. Do not hire a man who does your work for money, but him who does it for love of it.

It is remarkable that there are few men so well employed so much to their minds, but that a little money or fame would commonly buy them off from their present pursuit. I see advertisements for active young men, as if activity were the whole of a young man's capital. Yet I have been surprised when one has with confidence, proposed to me, a grown man, to embark in some enterprise of his, as if I had absolutely nothing to do, my life having been a complete failure hitherto. What a doubtful compliment this to pay me! As if he had met me half way across the ocean beating up against the wind, but bound nowhere, and proposed to me to go along with him! If I did, what do you think the underwriters would say? No, no! I am not without employment at this stage of the voyage.

The community has no bribe that will tempt a wise man. You may raise money enough to tunnel a mountain, but you cannot raise money enough to hire a man who is minding his own business. An efficient and valuable man does what he can, whether the community pay him for it or not. The inefficient offer their inefficiency to the highest bidder, and are forever expecting to be put into office. One would suppose that they were rarely disappointed.

### Leisure for Introspection

Perhaps I am more than usually jealous with respect to my freedom. I feel that my connection with and obligation to society are still very slight and transient. Those slight labors which afford me a livelihood, and by which it is allowed that I am to some extent serviceable to my contemporaries, are as yet commonly a pleasure to me, and I am not often reminded that they are a necessity. So far I am successful. But I foresee that if my wants should be increased, the labor required to supply them would become a drudgery. If I should sell both my forenoons and afternoons to society, as most appear to do, I am sure that for me there would be nothing left worth living for. I trust that I shall never thus sell my birthright for a mess of pottage. I wish to suggest that a man may be very industrious, and yet not spend his time well. There is no more fatal blunderer than he who consumes the greater part of his life getting his living. All great enterprises are self-supporting. The poet, for instance, must sustain his body by his poetry, as a steam planing-mill feeds its boilers with the shavings it makes. You must get your living by loving. . . .

It is remarkable that there is little or nothing to be remembered written on the subject of getting a living—how to make getting a living not merely honest and honorable, but altogether inviting and glorious; for if getting a living is not so, then living is not. One would think, from looking at literature, that this question has never disturbed a solitary individual's musings. Is it that men are too much disgusted with their experience to speak of it? The lesson of value which money teaches, which the Author of the Universe has taken so much pains to teach us, we are inclined to skip altogether. As for the means of living, it is wonderful how indifferent men of all classes are about it, even reformers, so called—whether they inherit, or earn, or steal it. I think that society has done nothing for us in this respect, or at

least has undone what she has done. Cold and hunger seem more friendly to my nature than those methods which men have adopted and advise to ward them off. . .

It is remarkable that among all the preachers there are so few moral teachers. The prophets are employed in excusing the ways of men. Most reverend seniors, the illuminati of the age, tell me, with a gracious, reminiscent smile, betwixt an aspiration and a shudder, not to be too tender about these things, to lump all that—that is, to make a lump of gold of it. The highest advice I have heard on these subjects was groveling. The burden of it was: 'It is not worth your while to undertake to reform the world in this particular. Do not ask how your bread is buttered; it will make you sick, if you do—and the like. A man had better starve at once than lose his innocence in the process of getting his bread. If within the unsophisticated man there is not an unsophisticated one, then he is but one of the Devil's angels. As we grow old, we live more coarsely, we relax a little in our disciplines, and, to some extent, cease to obey our finest instincts. But we should be fastidious to the extreme of sanity, disregarding the gibes of those who are more unfortunate than ourselves.'

### Sincerity and Solidity

To speak impartially, the best men that I know are not serene, a world in themselves. For the most part, they dwell in forms, and flatter and study effect only more finely than the rest. We select granite for the underpinning of our houses and barns; we build fences of stone; but we do not ourselves rest on an underpinning of granite truth, the lowest primitive rock. Our sills are rotten. What stuff is the man made of who is not co-existent in our thought with the purest and subtlest truth? I often accuse my finest acquaintance of an immense frivolity; for, while there are manners and compliments we do not meet, we do not teach one another the lessons of honesty and sincerity that the brutes do, or of steadiness and solidity that the rocks do. The fault is commonly mutual, however; for we do not habitually demand any more of each other. . . .

When our life ceases to be inward and private, conversation degenerates into mere gossip. We rarely meet a man who can tell us any news which he has not read in a newspaper, or been told by his neighbor; and, for the most part, the only difference between us and our fellow is that he has seen the newspaper, or been out to tea, and we have not. In proportion as our inward life fails, we go more constantly and desperately to the post office. You may depend on it, that the poor fellow who walks away with the greatest number of letters, proud of his extensive correspondence, has not heard from himself for this long while. . . .

Knowledge does not come to us by details, but in flashes of light from heaven. Yes, every thought that passes through the mind helps to wear and tear it, and to deepen the ruts, which, as in the streets of Pompeii, evince how much it has been used. How many things there are concerning which we might well deliberate whether we had better know them, had better let their peddling-carts be driven, even at the slowest trot or walk, over that bridge of glorious span by which we trust to pass at last from the farthest brink of time to the nearest shore of eternity! Have we no culture, no refinement?—but skill only to live coarsely and serve the Devil?—to acquire a little worldly wealth, or fame, or liberty, and make a false show with it, as if we were all husk and shell, with no tender and living kernel to us? Shall our institutions be like these chestnut-burs which contain abortive nuts, perfect only to prick the fingers? . . .

### The Serfdom of Prejudice

Do we call this the land of the free? What is it to be free from King George and continue the slaves of King

Prejudice? What is it to be born free and not to live free? What is the value of political freedom, but as a means to moral freedom? Is it freedom to be slaves, or a freedom to be free, of which we boast? We are a nation of politicians, concerned about the outmost defences only of freedom. It is our children's children who may perchance be really free. We tax ourselves unjustly. There is a part of us which is not represented. It is taxation without representation. We quarter troops, we quarter fools and cattle of all sorts upon ourselves. We quarter our gross bodies on our poor souls, till the former eat up the latter's substance.

With respect to a true culture and manhood, we are essentially provincial still, not metropolitan—mere Jonathans. We are provincial, because we do not find at home our standards; because we do not worship truth, but the reflection of truth; because we are warped and narrowed by an exclusive devotion to trade and commerce and manufactures and agriculture and the like, which are but means to, and not the end.

The chief want, in every state that I have been into, was a high and earnest purpose in its inhabitants. This alone draws out "the great resources" of nature, and at last taxes her beyond her resources; for man naturally dies out of her. When we want more culture than potatoes, and illumination than sugarplum, then the great resources of a world are taxed and drawn out, or staple production, is, not slaves, nor operatives, but men—those rare fruits called heroes, saints, poets, philosophers and redeemers.

In short, as a snowdrift is formed where there is a lull in the wind, so, one would say, where there is a lull of truth, an institution springs up. But the truth blows right on over it, nevertheless, and at length blows it down.

What is called politics is comparatively something so

superficial and inhuman, that practically I have never fairly recognized that it concerns me at all. The newspapers, I perceive, devote some of their columns specially to politics or government without change; and this, one would say, is all that saves it; but as I love literature, and to some extent the truth also, I never read those columns at any rate. I do not wish to blunt my sense of right so much. I have not got to answer for having read a single president's message. A strange age of the world this, when empires, kingdoms, and republics come a-begging to a private man's door, and utter their complaints at his elbow!

Those things which now most engage the attention of men, as politics and the daily routine, are, it is true, vital functions of human society, but should be unconsciously performed, like the corresponding functions of the physical body. They are infra-human, a kind of vegetation. I sometimes awake to a half-consciousness of them going on about me, as a man may become conscious of some of the processes of digestion in a morbid state, and so have the dyspepsia, as it is called. It is as if a thinker submitted himself to be rasped by the great gizzard of creation. Politics is, as it were, the gizzard of society, full of grit and gravel, and the two political parties are its two opposite halves—sometimes split into quarters, it may be, which grind on one another. Not only individuals, but states, have thus a confirmed dyspepsia, which expresses itself, you can imagine by what sort of eloquence. Thus our life is not altogether a forgetting, but also, alas! to a great extent, a remembering, of that which we should never have been conscious of, certainly not in our waking hours. Why should we not meet, not always as dyspeptics, to tell our bad dreams, but sometimes as eupeptics, to congratulate each other on the ever-glorious morning? I do not make an exorbitant demand, surely.

## THE PROFESSION OF FARMING

(Meditations at a Graduation Ceremony)

Recently at the commencement exercises of one of our great Western higher institutions of learning, hundreds of young people were receiving diplomas as evidence of four years' faithful study in the higher branches of learning. In the graduating classes was at least a carload of to-be lawyers. As their diplomas were being handed to them we asked ourselves: "Is the world in need of the services of these young men along the particular line in which they have trained themselves?" Does any reader of this journal know of the community sorely in need of a lawyer at this time? If so, he can find listening ears. Many of these lawyer graduates were from the farm. Some of them had left splendid home estates where life is well worth living and where there is need of the highest form of educated intelligence exercised wisely and judiciously every day that the farm is managed. Turning their backs on such farms, these young men had sought the college to secure through its training the means of entering an already overcrowded profession. In some cases they have been urged to leave the farm by parents who, half-despising their own vocation looked upon the profession of law as something akin to a higher order of existence. In other cases parents no doubt reluctantly saw their bright, ambitious son leave the farm. Had their choice ruled he would have taken the agricultural course instead of law and prepared him to turn to the old home, take up its management and cares as declining years came upon them.

Why in the name of all reason do young men in these days crowd into the "professions", so-called? In any village town or metropolis one sees the signs of lawyers and doctors decorating every stairway opening, indicating that

on the second floor or higher up somebody is waiting for a "call." After a great expenditure of time and money young men open up offices and await their customers. The ambition and hope so abundant in the beginning, dwindle in many cases and finally perish. Many who have been trained to become lawyers change over to real estate agents, life insurance agents, promoters of all sorts of enterprise—everything in fact but followers of the legal profession. Many that remain lawyers are in truth pettifoggers, sharpers and tricksters, eking out an existence by questionable methods and practices. There is indeed room at the top in the law and medicine as elsewhere in life, but in the fearful struggle to reach the top, men possessing considerable ability even and with good character are forced down and out of the profession.

On this same commencement stage were a little group of agricultural graduates. They, too, were receiving diplomas covering four years' of faithful work. Was there room in this great world for their ambitions and aspirations? It is interesting to report that each one already had a position before him awaiting his coming. We asked, as the lawyers took their diplomas, if the world needs more lawyers. How different with these who pursued agriculture! Ten thousand young men would have been granted degrees with advantage to themselves, to the commonwealth that had educated them and to the communities where they would return to pursue their chosen vocation.

A good farmer is a benefit to the whole community in which he lives. There is no need of one going to Africa or Asia to become a missionary or to study law that he may enter an honorable profession. Every coun-



try community needs graduates of the agricultural college to inspire its members with the dignity of the greatest of all vocations pursued by man. The live stock on the farm, the grains and grasses in the fields, all need improvement by means of husbandmen better educated. Country homesteads all need the improving hand that is guided by a trained head. Social life in the country perhaps more than all needs the ameliorating, helpful influence that comes through such education.

When will young men reared on farms come to realize that he who has a herd of pure-bred cattle or other improved farm stock has a chance for exercising all the powers within him, no matter how great? To be a first-

class business man, citizen, neighbor and stockman is something worthy the ambition of the best. The cities will always draw from country life just as the produce of the farm is drawn to the great centres of commercialism to be swallowed up there. So must always the lives of many come from the country into the city to be lost in its great vortex. What we plead for is that the country shall hold its fair portion of the brains, ambition and energy which it produces. Let the farm-born young man, this autumn, seeking where he shall go to study and what he shall study when in college, consider seriously whether after all the great profession of agriculture is not worthy of his highest and best ambitions.



BRAINS DID IT.

## WHAT IT MEANS TO BE A MODERN FARMER

(By a Wisconsin Farmer.)

Every vocation stands before the public in accordance with the intelligence of the men who represent it. If the law is represented by an ignorant, pettifogging class of lawyers, then the rest of the community regard that profession with dislike and contempt. And so it is with medicine, merchandising, shoemaking or blacksmithing. Every one of these trades or professions stands in public estimation according to the intelligence and skill shown by the men who represent them.

Every year it is becoming harder for the ignorant lawyer to win a case, or the stupid doctor to secure a patient, or the rough unskillful blacksmith to get business in his line.

The demand for intelligence is increasing. The public see the value of it; they realize it prevents waste, and increases results.

Now the public look at farming in the same light. Go into any community of reading, thinking, skillful farmers and we will find there that the general public regard the business of farming with high respect. But this is not all. Every year it is becoming more and more difficult for intelligent farmers to make a living profit in the business. The natural tendency of it is to decrease the fertility of the soil. Here in Wisconsin, for instance, we have tilled soil for about 50 years. We can no longer throw the seed into the ground carelessly and secure an abundant crop, as we once did. We have lost much of the original fertility out of our land. Nature once kept up the supply, now the farmer must do it. To do it he must know something about the elements he is dealing with. That requires reading, thinking, foresight and planning. For instance, when this virgin soil was first taken hold of it was full of potash. The fires of many centuries had deposited it there. So it was with nitrogen, phosphoric acid and humus. But these elements have been greatly

lessened by repeated cropping and the washing out of the rains.

We can no longer do business with the small exercise of brains we once did, for the soil and seasons, and rainfall are different.

We must change with all other changes. We must become more intelligent. For example, we have robbed the land of humus, the one thing that helps hold the moisture in the soil, against the action of severe drouths. Once we depended on clover with great certainty to put back nitrogen and humus. But clover is a failure year after year. Can we go along without better thinking and planning and still keep up our soil? Can we do this better thinking and planning with the same old habit of mind? Must we not secure a better stock of ideas and knowledge, and can we do this by drawing from the same stock we have always carried?

If we do better than we have done we must know more, and we cannot know more in these times unless we read more. Valuable ideas and methods are being printed nowadays and the farmer who keeps supplied with them and thus keeps up the fertility of his soil must read. He cannot travel abroad and let his eyes teach him for he must stay at home and attend to his business. But he can read. He can train his mind to acquire valuable hints and ideas, as he has trained his hand to acquire skill with farm tools.

Farming all through the eastern states has gone down in fertility, because the farmer has not kept up in his ideas of the necessity of intelligence. He has listened to the silly cry of prejudice against "book farming." He has despised knowledge and now he mocketh when his fear cometh.

No farmer has ever suffered because of an excess of good knowledge and good judgment. But millions have

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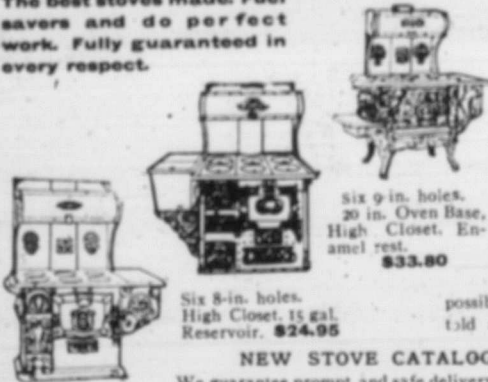


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suffered because of a lack of these things. To be a successful modern, farmer, one must read and study. There is no help for it.

### EDUCATION FOR THE FARM

The era of general education is passing away. Even professional educators are awakening to this fact. Culture is a fine thing, but is no longer recognized as coming only from the study of the classics, philosophy or metaphysics. The forces of nature offer a fine field for culture which also is useful. There is not a subject that has a direct bearing upon agriculture but is as cultural as it is practical.

The strongest men are those educated for their work. This is as true of the farmer as of the preacher or lawyer. A farmer, to succeed well and enjoy his vocation, must be educated for his work. Heretofore he received his education mainly by observation and expensive experience. Now the young farmer has access to the Agricultural College where he may receive the much coveted culture while pursuing the very subjects, that a knowledge of will make his life pleasant and his calling remunerative. The common school also will afford a better awakening for country youth. Instead of simply affording the means for the most elementary training, or laying the foundation of a desire for other than agricultural pursuits, it will afford at least a taste for knowledge that will be available on the farm or that will make farm life desirable.

Elementary agriculture and nature study should be emphasized in all the common schools of the country, and special high schools should be supported where the study of agriculture and subjects having a direct bearing upon it may be pursued, preparatory for the freshman year in the Agricultural College. The country needs this kind of education far more than simply those preparatory studies that enable less than nine per cent of our school population to enter the University for a professional career.

The country's future depends very largely upon its farms. It is desirable therefore, and imperative, that our most active and energetic young men be prepared to either manage farms or instruct others in the art or science of farming. With a highly educated husbandry, our country will be invincible. When farming falls into disrepute, or farmers become peasants, it will be a sad day for the whole country. Now is the time to not only forestall the degeneracy of agriculture as a pursuit, but instead, make it what it should be, the grandest and most independent profession that an educated man can aspire to.

### STUDY AGRICULTURE

Some very wholesome advice for the young man of this age is found in the following statement by President Jesse, of the Missouri University. In a recent publication he says:

"Unless a boy has a deep-seated preference for some other profession, it does not seem to me wise for him to ignore the great opportunities that agriculture offers, whether he was born in the country or in the city. In my opinion, no other occupation offers so rich rewards, all things considered, as agriculture offers to those who are willing to train themselves for it as earnestly and intelligently as they would train themselves for law or medicine. If a boy will put the same amount of time and study into his training for agriculture that he would put into his training for law or medicine, he will in the great majority of cases make more money, enjoy greater freedom, better health, and develop stronger character.

The youth of this country could not be given better or more useful advice. It speaks "the truth, the whole

truth and nothing but the truth," and no young man will make a mistake if he begins the study of agriculture as the stepping stone to his chosen profession. A youth of ordinary ability who is possessed of an ambitious desire to succeed, and will only work, is sure of a future that not only means the earning of a satisfactory income, but carries with it an influence and prestige in the community in which he lives that is gained through no other source. The scientific and practical study of agriculture as offered in the course of an agricultural college may direct one into any one of a number of different lines of pleasant and remunerative employment more or less closely connected with the farm. There never was a better chance for the industrious and level-headed lad who has been born and reared upon the farm, in the midst of vigorous and healthy country environment. He may win honor and success among his fellows by devoting his energy in life to a conscientious study and practise of scientific agriculture. Let us have more boys and men enrolled as regular students in our educational institutions which have been established, and are sustained both by private and public funds, for the sole purpose of making better farmers of us all. The opportunities in these lines are, indeed, many. Shall we heed them, or simply allow them to pass unchallenged and continue to seek distinction in the more crowded and less desirous profession of life?

### If One Were a Boy Again

In some papers of the late Dr. Harper, of the University of Chicago, was found a memorandum which read like this:

"If I were a boy again, I would read every book I could reach. I would strive to find out from good books how good men lived.

"If I were a boy again, I would cultivate new patience with the faults of others, and study my own faults with greater care. I would strive for humility.

"If I were a boy again, I would more and more cultivate the company of those older, whose graces of person and mind would help me out in my own work. I would always seek good company.

"If I were a boy again, I would study the Bible even more than I did. I would make it a mental companion. The Bible is necessary for every boy.

"If I were a boy again, I would study the life and character of our Saviour persistently, that I might become more and more like unto Him."

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## RELIGIOUS TOPICS



### OUR FAITH CONTRASTED WITH OUR LIFE

From the Address of William Lloyd Garrison at  
the Yearly Meeting of Progressive Friends,  
Longwood, Pa., June 6, 1908

There is a beautiful book, called, "The Soul of a People," written by an Englishman dwelling for a long time in Burma. Impressed with the lofty sentiments of Buddha, whom the Burmese worship, and the contrast between his sublime doctrines and the daily life of his worshippers, he was perplexed. Having a strong sense of justice, he became eager to arrive at a fair basis of judgment. Having also imagination and sympathy, he bethought himself of a Burman visiting England to study the religion of the English and trying to comprehend the impulses which shaped their lives. In this way the discrepancy between Eastern profession and practice might be made clear to him.

From this point of view he saw how puzzled the student would be on English ground, his inquiries regarding popular religion being answered by advice to study the Bible, if he would understand the basis of Christianity. "I followed him in imagination," says the writer, "as he took the Bible and studied it and then went forth and watched our acts. And I could see him puzzled, as I was now puzzled when I studied his people." The writer imagines that the man from Burma reading the New Testament and coming upon the verses where we are told to love our enemies and to do good to those that hate us; to bless them that curse us and pray for them that spitefully use us. More than that, he notes the advice that when smitten on one cheek we should offer the other, and that if one taketh away our cloak we should forbid him not to take our coat also. Besides this, we should give to every man that asketh, and of him that taketh away our goods ask them not again.

After reading these wonderful sentiments, which he is told the church holds sacred, the Burman goes forth to observe the lives of those who believe such beautiful things. As the same religious creed is professed in Boston as in London, let us suppose the investigation made there. The man would be told that it is the centre of moral force, the birthplace and theatre of unselfish movements for human progress. On Arlington street he would be shown the memorial to William Ellery Channing, whose peace utterances, full of the Christ-like spirit, are preserved and quoted. On the Public Garden by the subway entrance, he would view the statue of Charles Sumner, whose enduring peace discourse, "The True Grandeur of Nations," may outlast the memory of his service to the slave. And on Commonwealth avenue there will be pointed out to him the seated figure of a non-resistant abolitionist whom the citizens of the town once mobbed, because he took seriously the precepts of Jesus. From these the stranger would infer that the honored effigies typified the prevailing spirit of the citizens. "Happy the land where peace dwells," he would say.

Proceeding further he meets a youthful procession

with muskets and martial music, and is told that it is the parade of the school battalion, boys taught to drill and use firearms, preparing to make soldiers in time of war. Whereat a puzzled feeling possesses him, much deepened by the big headlines in the morning papers, indicating popular interest in a fleet of murderous battleships, steaming up the Pacific coast, "ready for a fight or a frolic," jealously watched by the great war nations whose armaments consume the people's earnings. The enthusiasm excited by the squadron brings out murmurs of pride and patriotism, but singularly enough, the name of Jesus is not connected with the important affair.

Supposing the stranger's visit to have happened at the time of the latest birthday celebration to honor Lincoln, the emancipator of four million slaves. He would have been startled to hear the oration of Secretary Taft, declaring that were the great benefactor still living, he would rejoice in the American subjection of eight million brown people in the Philippines. This, notwithstanding that these conquered people are begging for deliverance, after the destruction of over half a million of their brothers and friends by American troops, their industries paralyzed and delusive half-promises of distant independence their only hope.

The inquirer would read of the pride taken in our swelling and costly navy, devouring millions of the country's earnings, and of the accompanying demand for a greater army, although two-thirds of the national revenues are now annually swallowed up by the war establishment. Taking up the religious organ of the Congregationalists, the Burman notes with astonishment, that the editor, so far from protesting against the horror, defends the building of new destroyers, and, while advocating foreign missions to carry the Bible to heathen lands, is yet in favor of blowing fellow-Christians into atoms with shot and shell. In this view he is joined by Mrs. Eddy, the leader of the Christian Science faith. Were ever things more topsy-turvy and incomprehensible?

Instead of the sacredness of human life, on every hand is evidence of carelessness concerning it. Murders and suicides crowd the newspapers' columns, and courts are overworked in disposing of the guilty. At the State House, the inquirer will observe that a few tender-hearted people, asking for the abolition of capital punishment (a savage survival of the Old Testament code), are rebuffed by the committee and given leave to withdraw. The injunctions of the great exemplar of peace, which the petitioners quoted, were as ineffective upon the minds of the Christian committee as a handful of gravel upon the hide of a rhinoceros. On the other hand, laws to protect property, however unjustly acquired, are the chief concern of legislatures. No mercy is shown to the infringers of property rights.

How strange this seems in a Christian community, where, every Sunday, the preachers read to the congregation that riches are an offense to righteousness, and that hardly shall a rich man enter into the kingdom of God. If the Burman were present he would hear how the Teacher of the faith lived the life of the poorest and taught always that riches were to be avoided. Seeking



for the impression made by these ideas, he would turn his eyes upon a nation struggling madly for material wealth, adding field to field, and coin to coin till death arrives. In short, he would see prevailing an actual worship of wealth with a formal and professed belief in ideals held to be incompatible with real life.

### THE CHURCH AGAIN BECOMES THE CHAMPION OF THE POOR

Socialism found only one dissenting voice among the speakers at the session of the Pan-Anglican Congress, London, devoted to that subject. The discussion at Albert Hall attracted the largest crowd yet gathered at any of these meetings, says a London dispatch to the New York Sun, the writer of which regarded the demonstration as "highly significant of present-day sociological thought." One hundred and fifty archbishops and bishops, a multitude of minor clergy, and a large assemblage of laymen and laywomen were present. The Bishop of Birmingham was scheduled to preside, but was prevented by illness. He sent a paper, however, that was read by Bishop Lawrence of Massachusetts, "the key-note of which was the injustice of the existing division of the profits of industry." From the Sun's dispatch we quote further.

"After contrasting the grinding poverty of the workers with the extravagant luxury of the idle rich, he demanded from the Church 'a tremendous act of penitence for having failed so long and so greatly to champion the oppressed and weak, penitence to be followed by reparation ere the well-merited judgment of God take all weapons of social influence out of our hands.'

"There followed a series of eloquent addresses, the first of which was from Mr. McBee, of New York. All the speakers except one displayed a socialistic tendency, basing their arguments on the character and teachings of the Founder of Christianity and the brotherhood of humanity. The abolition of wage-earning and the public maintenance of child-bearing mothers were among the reforms predicted or advocated.

"The Rev. J. G. Simpson, principal of the Clergy School at Leeds, assured the vast audience that all over the north of England they were face to face with a rising tide of Socialism which they were powerless to stem even if they wished to do so. Countless workers in the forges, furnaces, and mills of the North had adopted the socialistic idea and held to it like a religion and loved it like a bride. He demanded that the Church give a free field to Socialism. He appealed to it to try to understand it and not to hasten to discount it.

"More significant than the speeches themselves was the keen interest shown in the socialistic pleas and the earnest enthusiasm with which such points as those above given were greeted from all parts of the hall."



"How Jocund did they Drive their Team Afield—  
How Bowed the Woods Beneath their Sturdy Stroke!"

### RELIGION AND ECONOMICS CONNECTED

Three of the oldest conceptions of moral truth—personal worth, justice, and inquiry—are taking a new place in the economy of religious truth, says Prof. James Hayden Tufts, of the University of Chicago; and the preacher who wishes to present religious truth as something vital must by his recognition of those moral truths make it mean something for those fields where formerly it was merely an on-looker. In times past these conceptions were viewed merely as corollaries for other supposedly more fundamental conceptions of sovereignty and kinship, we are told by the writer, in *The American Journal of Theology* (Chicago.) Now their greatest value to the preacher will be in using them as central conceptions for defining religious ideas. Of the first conception, that of personal worth, he writes:

"We are told that this has ever been one of the key-notes of Christianity. Puritanism proclaimed the equality of all before the Almighty, Wesleyanism emphasized the worth given the soul by Christ's sacrifice. The last century, and perhaps especially Unitarianism and transcendentalism, emphasized the worth given man by his divine sonship and his spiritual capacities. These made worth a corollary.

"The present danger to personal life is not in organizations of church or monarchy; nor is it, as it appeared to more recent generations, in the abasement of man before God, or in the seeming triviality of man as part of the physical universe. Personal worth is now threatened rather by the collective economic organization, and by the machine process. These, like the political organization, have been brought about as a necessary instrument toward human progress. But just as political organization has often been a tyranny when first effected, and has threatened to crush out freedom and religion, so our collective and machine process has thus far had perhaps as much moral and religious loss as gain. We need not repeat how corporate organization loosens individual responsibility, and submerges the individual in some group.

"We know, if our eyes are open, how the machine process may lend itself to using up men, women and even children, in order that more goods may be produced. And the peculiar feature of this collectivism is that no individual can effect much alone. The individual merchant, employer, labor-unionist, is forced to act about as others do, or go under. What is needed then is general and united effort.

"Just as political organization, once largely selfish, has been converted to be, on the whole, a democratic institution, serving the common man, and making possible a far freer, nobler life, so we may hope that the collective methods of industry and business will be controlled by man in the interests of the moral and spiritual life, instead of dominating him for material ends. And just as the political triumph of democracy was won largely under the religious conceptions of divine sovereignty, God-given rights, and human equality before God, so it is at least possible that the reassertion in a new setting of the worth of man in comparison with what he produces or possesses may be a powerful factor in the democratizing of our economic process."

Justice, the second conception to be reshaped, has hitherto been "invoked to obtain protection of person or property against force or fraud." But men who believe that we need a larger social justice, says the writer, do not necessarily hold that present inequities are due to either force or fraud. On the other hand—

"Generally speaking, the inequities are due to the system for which we are all in a measure responsible, and to practices which are simply the carrying-over of the methods—and even the virtues—of one age into the changed conditions of another. When individuals tilled their own soil, or produced articles by their own unaided labor—relatively speaking—it was possible to say who owned the products. Justice could then mean protection to person and property. But now our production is by a gigantic pool.

"Capitalist, laborer, farmer, statesman, physician, teacher, judge, minister, are all co-operating, and who can say how much of the product 'belongs' to any one? 'Supply

and demand' is theoretically our method for division. But practically we know that this is often interfered with by legislation for special interests, and by combinations for the benefit of certain groups. The ethical point is that we are coming to be no longer satisfied to adjust our conceptions of justice to fit the workings of a supposed economic law, or of an economic law manipulated for a class. We are determined rather to take advantage of our knowledge of economic laws in order to secure greater justice. Knowledge of gravitation does not mean that we must all fall down and stay there. The principle of justice is based on the worth of every person, of every member of society."

Inquiry, the third of these categories, has changed from what it meant in the past—"a polemic against dogma or a destructive criticism of the received" into "a positive method of analysis and construction in the service of human development and social progress. We read further:

"Most men of science today are glimpsing the possibility of assisting man to take possession of his inheritance. Science has been applied to many processes of manufacture, but in matters of health and disease, of marriage, of education, of economic methods, of social organization, we pursue our course largely by the guide of habit, tradition, or blind impulse. The demand of the scientific spirit is that reason, inquiry, patient investigation, carefully planned experiment, shall take the place of unreasoned advocacy or hasty fervor in all these fields. The very complexity of our present social conditions . . . makes it doubly important that the preacher inform his message with this scientific spirit. He must make it clear that the very disposition to learn, to see every situation in all its bearings, to weigh conflicting hypotheses, not to dogmatize on insufficient data, but to set to work to get data for judgment, is itself a moral duty—no less a duty than under other conditions may be immediate action of some sort.

### A YEAR OF NON-LICENSE; AND WHAT THE WOMEN SAID

(By Emma Brush in Colliers.)

The women have been congregating unusually of late in our southern tier New York town, and a wise one, with ten words, has turned the ordinary clattery-spattery thought bubbling into a stream. She said: "Last month ended our first no-license year. What of it?"

It may be worth noting that no woman, in the discussion engendered, has backed up against any man's fireside, smoke-ringed opinion in the matter. Perhaps this feminine lone-thinking carries in itself the first modest tally-one for the new order.

The lineman's wife, who has lived in many places, emitted the first rounded opinion: "We had the best saloons in the state, I think. Where else would a saloon keeper come, as did Mr. Kern, and tell me my boy was there too much? I'd rather my husband would stop in at a place like that than to be finding bottles about the house, as I do now."

The next clear word came from a farm four miles in the hills. Only strong feeling and long thought could have pulled the quiet woman out to say: "I will come down and work day and night, any way I can, on my knees in the street if need be, to hold the town dry. You know why. It's been a new kind of year for us—the first prospering one in ten. Yes, there's more hard cider drunk—sometimes too much—and every one knows how it was last Fourth. But the habit is broken—the habit of running to town, with all its paltry excuses, deserted work and miserable night hours of waiting, keeping us all poor, sick and sour. Oh! it's been a good year, up our way—a new kind of a year for us."

"Best of all, I think, and my girls think so, too," said Mrs. Van Ness, "is the feeling—the clean feeling as one walks the town. No more dodging round to avoid Hanson's and the other corners. They may be drinking just behind the walls, but the streets are ours now anyway, and the place somehow has a different feel to me—clearer, prouder—and my girls notice it too."

"Those that want it will get it," said the lineman's wife. "Mrs. Hurd's Bennie was carried home helpless Saturday night."

"And the mother takes it cheerfully," broke in Mrs. Hurd's neighbor. "What's a spree now and then?" says Mrs. Hurd. "It's the dribble-dribble, so many a day and increasing every year, that breaks the hearts. Bennie's all right; it will be a long time before he'll want to be so sick again. A man's got to blow off every so often, somehow; and we can take that and laugh. But it's the coming with four drinks in every night that eats the vitals out of a home—and then eats the home. And that's the saloon every time. I've lived them both, and I'm for the spree."

So the talk has run. But for the most part the women have become unwontedly cautious and thoughtful, knowing as never before that the problem is a little more than half theirs. The sudden change in our little civic machine caught some fingers, even crushed and crippled in rare places. Some fine dreams have gone up and out like our yard-engine smoke; and we could wish that many of our last year's brave predictions and promises had been less loudly voiced.

We know that drink is being sold, as in rear rooms at the lower hotel, by one druggist, strangely at the harness-shop, and at a farm a mile out. We know that the drinkers will drink, our old liars will go on lying, our consumptives are bound to cough. But youth! youth remains to us! Youth is the field—the hope of all temperance. Somewhere, in youth, the drinkers learned to drink, in saloons, and, with few exceptions, not readily, but through repeated sickness, pains, mental and physical disgusts, self-denunciations, kept on because the path was well graded and nearly respectable, and the others were going that way, until the body and mind adjusted themselves to the new conditions, and another habit climbed to the driver's seat and laid life-long hands upon the steering-gear.

I knew a man in the country who formed the habit of going each night after supper to a neighbor's porch and just sitting, with nothing to give or take. When the neighbors moved, leaving the house empty, he still went to the porch. After the house burned he would go and sit on the wall.

We had good saloons, if one may so use the words. The keepers and their families were our friends and neighbors. But they were too many, they grew insidiously upon us. They took the best corners; they interpenetrated and clutched the town. Their hold was increasing upon all the forces of our lives. But, worst of all, they stood open there day and night to our youth—easy schools of habit, with no entrance requirements and minimum fees—sanctioned by us, apparently.

And now, a year without them—and what of it? Well no one disputes that the gross quantity of alcoholics consumed in the community—farms and quarries and all—is greatly diminished; a definite physiological gain, anyway. The confirmed drinkers have drunk less and been drunk more times. The doctor tells us that's better for them. Some have shown considerable periods of sobriety. The wives generally, with Mrs. Hurd, prefer the "spread" career. Variety, even in pusillanimity, is worth something. Hard cider has been in increased demand, and one thoughtful tourist son sent to his disgruntled and dyspeptic father a full hogshead of Jamaica rum. Only the stomach pump saved some of them after this. But to our young men with habits forming (and our girls are, of course, equally involved), with too much mother-feeling yet, and blood, to sneak for drinks, who were going to the bar because the man ahead went—to these we turn and find such a year's record of advancement, and social good-living, of increased town pride and athletic success and right marrying, that for these alone we are ready, with the farmer's wife, to go down in the dirt to keep the saloon from reestablishment in our town.



## THE WOMAN'S SPHERE

*"Her Children  
arise up and call  
her blessed; Her  
Husband also  
and he  
Praiseth Her."*

Solomon



*"Kindness in  
Women—Not  
their beauteous  
looks—Shall  
win my love."*

Shakspeare

OUR QUEEN—GOD BLESS HER

## ECONOMY IN THE HOME

(By Mrs. J. H. England)

Webster tells us that economy is practical frugality; or, that careful management of money or goods which expends nothing unnecessarily and applies what is used to a profitable purpose. But I shall treat economy in its three-fold aspect—social, practical, and moral. Economy is impossible without ambition. I look out upon the whirring throng that rolls and tumbles past me on the great high road of life. Never ending is the wild procession; day and night you can hear the quick tramp of the myriad feet. Some are running, some walking, some are halt and lame, but all hastening, all eager in the feverish race; all straining life and limb and heart and soul to reach the ever-receding horizon of success. Mark them as they surge along. Men and women, old and young, gentle and simple, fair and foul, rich and poor, merry and sad, all hurrying, hustling, scrambling; the strong pushing aside the weak, the cunning pushing past the foolish, those behind elbowing those before, those in front kicking as they run at those behind.

Look close and see the fitting show; 'tis a motley throng; prince and beggar, sinner and saint, butcher and baker, tinkers and tailors, plowboys and sailors, all jostling along together. Cheek by cheek they struggle onward; screaming, cursing, praying, laughing, singing, moaning, they rush past side by side; their speed never slackens, the race never ends, there is no wayside rest for them, no halt by cooling fountains, no pause beneath green shades. On, on, on, through the heat and dust;

on, or they'll be trampled down and lost; On with the throbbing brain and tottering limbs, on till the heart grows sick and the eye grows blurred; and a gurgling-groan tells those behind they may close up on another space.

And yet in spite of the killing pace, and the stony track, who but the sluggard or the dolt can hold aloof from the course? Not I. I think I more resemble the Irishman, who, seeing a crowd collecting, sent his little girl out to see if there was going to be a row; "cos if so, father would like to be in it."

I love the fierce strife. I like to watch it. I like to hear of people getting on in it, battling their way bravely and fairly,—that is, not slipping through by luck or trickery. It stirs one's old fighting Saxon blood, like tales of knights who fought 'gainst fearful odds that thrilled us in our school days; and fighting the battle of life is fighting against fearful odds, too. There are giants and dragons in the twentieth century, and the golden casket that they guard is not so easy to win as it appears in the story books. So much for ambition.

What is social economic work? It is the social process, the economic basis of all human life. For example, men work and make their horses work, but a free, independent animal does not work; he uses his efforts to secure his dinner, but this is not work. The only example of work socially and economically done by the lower animals, are the beaver, the bee and the ant. We say he

works like a beaver, but would hardly say he works like a bird. The reason for this distinction is clear; the bee and the ant and the beaver exert themselves, not each for each, not merely parent for child, but each for all. They have common interests, and make a common effort to serve those interests, with the result of developing a higher degree of prosperity, and also of ability and intelligence. The bee is a mason and a nurse, besides the primal business of food getting. The ant keeps cattle, makes war, holds slaves, digs tunnels, builds roads. What a lesson here for intelligent human beings. We do not say the papa ant or the mamma ant do all these things, but the collective family of ants, all working together, each sharing the other's burdens, each sharing equal respect and honor for his or her part well done. It is so in our human affairs.

Do women always get equal credit with men, or does her work in her home for her family, which is often wearing and intense, amount to nothing in the eyes of her lord? If such be the case she has little encouragement to attempt more. By this I mean woman with no inducement from her husband, with every dollar she has helped to earn carefully guarded in her husband's pockets, fearful she will spend a nickel on herself or family, begging a pittance of the money she has made, finally gets a little after explaining her needs and the least amount she can get along with, half that amount is ruefully doled out to her; now, with such a husband as this, woman can do little in an economical or financial way.

For, with a small amount of money she can often make \$1 go as far as \$2 in purchasing food and raiment for herself and family. Woman is the natural purchasing agent for the home, and yet there are some men in this enlightened country who think and act otherwise. We must see to achieve any financial success. Woman and man must work together, each honoring the other's efforts, advising in all matters of business to be carried on by the other party. Where one is weak the other may be strong having perfect respect and confidence in each other's ability.

Under such circumstances and with such companionship, woman can save and make almost as much in the farm home as man can on the farm. But we know the foundation of our financial success (be we farmers, mechanics, miners, doctors, lawyers, teachers, railroadmen, or in any other line of business we may follow), is economy in little things. And yet, how many of us make a close study of these little things in our home? I do not think successful farmers' wives need a lesson in economy. It is rather the wives of laboring men and last, but not least, the laboring man himself; for most of them despise the day of small things. They think it is stingy and close and are ashamed to take care of the little things in life; hence they never have large ones to care for. "They won't take care of the pence, so they have no pounds to put in the bank." You cannot fill your rain barrel if you do not catch the drops. What with waste in the kitchen, waste at the table, and waste at the drinking house, fools and their money, soon part to meet no more. If we do not save while we have it, we shall certainly not save after it is gone. There is no grace in waste. Economy is a duty; extravagance is a sin. Money once spent is like shot fired from a gun; you can never call it back, no matter how sorry you may be. People who have nothing are very apt to be thought worth nothing. Mind, I don't say so, but a great many do.

Wrinkled purses make wrinkled faces. I should not care to spend all my money to buy a mouldy repentance, yet this is what many a prodigal has done and many more will do. Foolish lavishness leads to dreadful wickedness. Money is not the chief thing. It is as far below the grace of God and faith in Christ as a plowed field is below the stars; but still goodness has the promise of the life that now is, as well as that which is to come,

and he who is wise enough to seek first the kingdom of God and His righteousness, should also be wise enough to use aright the other things which God is pleased to add unto him.

These are some of John Ploughman's truths, but I think there is enough common sense and economy in them, if we would learn and practice them to hinder our lives from being failures through thriftlessness and waste.

We have merely touched on the little economies of the home. You possibly know them much better than I do. So now we will see how we may use some of the little things on the farm in making our pin-money.

Take poultry, for example. People figure and calculate over the immensity of the value of the poultry product of the country until one is naturally led to think that there must be great poultry establishments where chickens are raised by the thousands and thousands and where eggs are laid by the barrelful every day. But it is not so; there are no great central points. True, there are sections where nearly every one has a good large home flock, or two, and where there is a large surplus of eggs to be found. But there is no one single great big chicken and egg farm or ranch where the output in eggs and chickens is wonderful. In the east there are said to be some pretty good-sized duck farms, and some places where a goodly number of chickens are raised to frying size and then marketed; but their whole output for a year would not feed a city like New York for one week. It is the little home flocks, the dozens, the hundreds and thousands of home flocks, scattered all over this great country, each contributing a little to help swell the whole that makes up this great and valuable poultry product of the country. When this is estimated or counted up, it is not counted solely by the number of eggs or chickens bought, sold or shipped, but in addition it takes into account the eggs and chickens consumed at their own tables and so the home flock, small though it may be, bears its proportion of value in the grand estimate, and every egg laid and every chicken raised has its particular place in the grand total. The poultry industry is an industry where little things count; all picked up, saved, made by women.

Any woman can, and I know a number of my neighbors who do take, say four good Jersey cows, and sell from them \$300 worth of butter a year, besides raising \$50 worth of pigs with the surplus milk; \$100 for chickens, \$300 for butter and \$50 for pigs, and you have \$450. Small things, you say. Oh, yes, of course; but if you had to take that amount out of your wheat crop, some of us wouldn't have much left, I fear.

Home is the training school for those who must fight the battles of our future, and the hospital where the bruised and wounded may come for healing and renewal of a needed strength. Home everywhere is women's kingdom, but home on the farm is particularly so. Is there any substitute for woman's queenship in our homes?

Is there any other who can sway the gentle scepter like she? We learn the purest, best and most valued lessons of life around a sainted mother's knee and amid the hallowed influence of a mother's home, sanctified by the angelic purity of that ever-present mother. Where would we be today if the mother of a Watts, a Washington, a Lincoln, a Garfield, or a hundred of others whose lives are the greatest boon and the results of whose lives are the proudest boast of any people on this earth, had not their mothers on the farms instilled the principles of right and honor into their early lives while they were yet passing through the embryotic stages of early boyhood?

Someone said, long years ago, that early impressions are the most lasting. Who, and who alone, makes these early impressions? Mother. Who first teaches the true doctrine of manhood and womanhood and first inculcates the heaven-edited precepts of a pure morality? Mother.



Who eradicates the noxious weeds from childish hearts, and implants the sweet flowers of love and truth? Mother; no one else but mother. What would we have been, without mother?

The wife stands beside the man of her choice and when the waves of adversity roll highest, when the blasts of misfortune howl loudest, and when the sirens of temptation sing sweetest, when boasted manhood is quailing and stalwart strength is weakening, must she, with the devotion of a wife, the magic of a fairy, the skill of inspiration and the heaven-directed success of a true and faithful companion, quit the waves, rebuke the winds, hush the tempest's voice, inspire the heart, and breath into the soul of her husband resolutions that bravely meet and faithfully discharge the duties of life with benefit to his kind and with honor to his name.

### KITCHEN FURNISHINGS ARE MOST IMPORTANT IN HOUSEKEEPING

The furnishings of the kitchen play a great part in the real economy of housekeeping. The kitchen must be small—four feet by eight, or six by ten—with labor-saving machines fastened to the table, that they can be used easily and quickly. Do not have high dressers, with the shelves out of reach, for the keeping of utensils needed daily. Hang the pots and pans around the stove, where they can be reached without taking an extra step. If wall space will not allow a kitchen cabinet, have a large drawer put into the working-table, and in this drawer keep the paddles, cooking forks, knives, spatula, a Teller Knife, measuring-cups, sieves, larding and trussing needles, a ball of twine, a pair of scissors, and the measuring spoons. The basting-spoons should be hung up with the utensils.

It is false economy to buy "cheap" saucepans and large bowls of china or earthenware; they are heavy, clumsy to use and easily broken. Never buy, even at a low price, a single breakable dish for kitchen use. Use white granite for refrigerator dishes, the same for mixing-bowls, tin measuring-cups, granite, copper or iron utensils, according to the size of your purse. Aluminum is light weight, durable and easily kept clean, expensive at first cost. Granite is easily kept clean, light, fairly durable, and not expensive. Do not use tin utensils at any price. Their first cost is very little, but they must be renewed frequently, as acid materials spoil them, and in the end you are constantly using poor utensils that are dangerous. A cake of sand soap or any of the various polishing soaps will keep all utensils in good condition; keep them clean each day and save the extravagance of a scouring day. A mother's time is of too great value to spend it in idle cleaning—keep clean, and remove the necessity of a general upset.

I hear someone saying, "But will not the utensils get dusty if hung near the stove?" They should not, if the kitchen is correctly cared for. A dusty kitchen is not the proper place in which to cook food for a family. If you are obliged to use coal, I beg of you, keep the lids on the stove and the dampers open while you are raking and cleaning the fire. Open the windows and doors, and do not lift the lids until the dust in the stove has settled or gone up the chimney. Of course, a modern kitchen will have for cooking purposes either an oil or a gas stove, and will be heated from the furnace in the house; but with careful management wood and coal may be used and all the utensils kept in easy reach. A small, well-ordered kitchen will enable one to do double work at half the cost of time.

### THE IDEAS OF A PLAIN COUNTRY WOMAN

(From the Ladies' Home Journal.)

I have lately been interested in a sort of unspoken feud which seems to exist between town and country people. There seems to be considerable quibbling over the

term "country people," as to just what class it embraces. In calling myself a plain country woman I have encountered criticism from some people who claim that I am not a real country woman.

To the city-bred person my surroundings would seem rural enough to make my claim on the country valid. The fields stretch away behind my house, the neighbor's potato-patch lies just opposite my front door; all day long I see farm wagons passing; hens calmly parade my front yard, and at harvest time I can hear the sound of the reaper and the whistle of the threshing-machine.

I can remember when things were still more primitive. Cows and pigs disputed our claim to the sidewalk. It was quite common for us girls, starting to Sabbath-school on a sweet spring morning, our light frocks prettily ironed and our "summer hats" freshened with new ribbons, to meet a ponderous mother hog and some ten or eleven squealing progeny, who resolutely refused to turn out and compelled us to take to the gutter, to the ruination of our cloth gaiters. At twilight the village cows came dutifully home to be milked, and we were disgusted because an old lady across the street milked her cow at the front gate. We could hear the swish of the milk in the pail blending with the gentle sounds of the summer night—the call of the whippoorwill in the woods and the talking of the young fellows who had dropped in to see us girls. We all sat on the "front steps" of our cottage, and Nature and primitive living were very close around us. My claim to being a country person is still nearer than this. My people were country people as far back as there is any knowledge of them—no tradesmen and not very many professional people among them. My youth was spent partly on the farm. I know the daily history of the farmer's wife.

### ECONOMIES THAT ARE FALSE ECONOMIES

(By Mrs. S. T. Rorer.)

One of the greatest of the false economies is purchasing materials that you do not really need. These goods, even at a reduced price, if not wanted only add to the monthly expenses. The bargain tables, which frequently contain real bargains, are too often patronized by those who do not want the articles they contain, and if they are not needed why purchase them?

The housewife should have her bills-of-fare made out a week in advance, and have fixed firmly in her mind the "dry" groceries that are actually called for during the month, and the perishable marketing that is needed during the week.

During the canning season she is frequently tempted to purchase fruits just on the verge of decay because they are cheap. This is a mistaken economy. The waste of such fruits, the loss of having to do them up immediately, far overbalances the difference in cost of a small portion of good fruit from time to time. It is not true economy to can in one day all the fruit needed. Never buy six or eight baskets of peaches because you can get them especially cheap, and try to do them at once. The fatigue that comes from overwork is very apt to induce you to throw away the riper portions that might be made into peach butter or marmalade. You become too tired to attend to them properly and economically. In counting up the materials, the value of those used and the left-overs thrown away, you have probably paid more than you would have done for good fruits at another time.

Eugene Field, sad of countenance and ready of tongue, strayed into a New York restaurant and seated himself at a table. To him there came a swift and voluble waiter, who said, "Coffee, tea-chocolate, ham 'n' eggs-beef-steak-mutton-chop-fish-balls-hash'n'-beans, and much more to the same purpose. Field looked at him long and solemnly, and at last replied, "O friend, I want none of these things. All I require is an orange and a few kind words."

# IN THE KITCHEN

## TESTED RECEIPTS

**Cookies:**—2 cups of sugar;  $\frac{1}{2}$  cup butter;  $\frac{1}{2}$  cup lard; 3 eggs; 3 teaspoons baking powder; 3 cups sifted flour. Cream the butter and lard and add the sugar. Then add the flour with the baking powder thoroughly mixed in it. Chill the dough and roll it out. Sprinkle with sugar and bake in quick oven.

**Chocolate Fudge:**—Boil together one cupful of sugar, 1 cupful of grated chocolate,  $\frac{1}{2}$  cup of milk and  $\frac{1}{2}$  cup molasses. Boil, stirring often, until a little dropped in cold water hardens. Take from the fire and add a teaspoonful of vanilla and beat until it sugars. Pour into a buttered pan and mark off in squares.

**Scones:**—4 cups flour; 2 teaspoons baking powder;  $\frac{1}{2}$  teaspoonful of salt. Mix these well and add 2 tablespoons shortening and  $\frac{1}{2}$  of a cup of milk. Roll on a floured board, not thin, and cook on a griddle over a slow fire.

**Soft Icing:**—Boil together, 2 cups sugar; 2-3 cup of milk and 1 tablespoon butter for ten minutes. Remove from the stove and beat until it is creamy. Flavor and taste.

**Mince Meat:**—1 lb. currants; 1 lb. peeled and chopped apples; 1 lb. suet chopped fine; 1 lb. moist sugar;  $\frac{1}{2}$  lb. stoned, chopped raisins. The juice of four oranges and two lemons and the chopped peel of one orange. Ground mace and also allspice, 1 teaspoonful of each. A wine glass of brandy or milk will do if brandy is not desired. Mix well and keep cool.

**Pancakes:**—4 eggs; 1 pt. milk; 2 salt spoons of salt; a little grated lemon, or a few currants are liked by some; Beat the eggs well and add the salt and milk and about

2 cups of flour or enough to make a light batter. It is better if mixed an hour or too before it is wanted.

## OMELETTE FOR AN EMERGENCY

When a child, I read "Queechy," by Elizabeth Wetherell, and although I have forgotten most of it, I remember that Freda always made omelette for tea, when unexpected company came and there was nothing in the house for them to eat. The omelette too, always filled the bill.

Although I cannot promise that it will always do such wonders, it is an excellent dish, quickly made and does not require anything that is not to be found in every farm house.

An omelette is suitable for any meal, but seems especially nice for breakfast, lunch or tea. It is made in different ways, but the following simple way, I like the best. Take an egg for each person present, or if they are likely to be very hungry, too eggs for each one and beat them until very high. I do not separate the whites and yolks. Add a tablespoonful of cold water or milk for every egg. Pepper and salt to taste. Heat the frying pan very hot, and grease well with butter. Pour in enough of the eggs to make a layer about a quarter of an inch thick. As soon as this begins to cook, roll from one side and although some will run over the sides of the roll do not mind, but keep on rolling until it is all in an even roll. Then turn out on a warm platter and cover with a cloth until served. It should be eaten as soon after it is made as possible. Some use flour or corn-starch and it may be varied by using a little finely chopped meat or celery.

## WHAT OTHER WOMEN HAVE FOUND OUT

### When Washing Summer Dresses

keep the delicate colors from fading by this process: Dissolve one tablespoonful of powdered alum in each gallon of lukewarm water needed for the immersion of the garment. Rinse thoroughly in this alum water; then wring slightly and put into a suds made of warm water and white soap. Wash carefully, using as little soap as possible. Rinse well in two waters, wringing the garment as dry as you can; then put it through, very thin cooked starch. Wring, shake out, and hang wrong side out in a shady place in the open air. Sprinkle as evenly as possible, and let it lie tightly rolled for not more than half an hour before ironing it.

### Put Away all Your Household Ornaments

during the warm months. If your mantel-pieces and tables are loaded with little things take them all away. Leave a few framed photographs if you like, and glass vases for flowers. Make the flowers your summer ornaments, cutting them with a lavish hand. At first your rooms may look bare, but the restfulness to the eyes, and the relief from dusting so many ornaments and bric-a-brac will repay you. Have your books and magazines about, and with plenty of cut flowers your rooms will be attractive enough.

### To Keep Flies Out of a Room

put a few drops of oil of lavender on a sponge placed in a saucer of hot water. This will give out a scent like violets which flies dislike. If you do not wish to try it in the house put the sponge on a table on the porch if the flies are troublesome there.

### Make the Fireplace Attractive in Summer

by having a box to fit it, the box to be filled with soil and used to hold ferns transplanted from the woods. A white birch log may be cut the desired length and placed in front of the box to hide it. It will give the effect of ferns growing behind the log.

### When a House is Infested With Fleas

try the following plan for getting rid of them; where there are rugs or carpets on the floors cover the brushes of a carpet-sweeper with sticky fly-paper and run the sweeper all over the floors. It is a good idea to ask a man or boy to do this, for you can then pin sticky fly-paper over his trousers like leggings. When the floors are bare mop them with water to which kerosene has been added. Pieces of sticky fly-paper put under the beds will also catch many fleas.

### A Cherry-Pitter

may be made by hammering the pointed ends of a new, long wire hairpin into a good-sized cork. By holding the cork in the hand and pressing the rounded end of the hairpin against the cherry the stone and stem can be forced out at the same time without crushing the fruit.

### Ribs of an Old Umbrella

will support such plants as gladioli and dahalias just as well as stakes. They are light, and almost invisible when in use.

### When Thin Dresses Need Freshening

but are not much soiled, put a tablespoonful of borax in a small bowl of water, take a clean cloth, dip it in the solution and dampen the entire dress; then press on the wrong side with a hot iron. The borax will give just enough stiffness.

### To Keep Butter Cool Without Ice

take two pans, one larger than the other, and putting the butter in the smaller pan, set it inside the larger, into which put two tablespoonfuls of salt and enough cold water to reach to the top of the smaller pan. Soak a clean flower-pot in water and cover the butter with it. Resoak the flower-pot every little while and the butter will stay quite firm. This is a good way to keep butter when camping out.



## FOR THE BOYS

### THE STORY OF FRED'S BIG SISTER

"I don't go much on sisters," Rodney Black was heard to remark, "but I could stand a dozen like Fred's; she's O. K. Lucky dog that Fred Wilkins.

"Same here," Tim Welsh added. "She's better posted on fish bait and baseball than Fred is himself, and as to cookies—Oh, my!"

Fred Wilkins' house was the most popular resort for the boys of the neighborhood, but Fred said good naturedly, "I'm not chalking up any credit to myself for it; it's all Sue."

There never was a girl like her for making mouth-watering tarts and turn-overs, doughnuts and cookies, and she knew enough of a boy's appetite to make them by the gross and the bushel, instead of paltry dozens and pints. As to skill in bandaging and caring for torn and bruised fingers and toes, even the doctors, so the boys said, had to take a back seat for Sister Sue. Yet, after all, her crowning talent was the wonderful way she had of patching and darning a ragged tear in coat or trousers, so that even one's own mother couldn't discover it.

"Say, she's going to have a birthday next Wednesday," confided one of the boys to the others. "Let's do the handsome thing and get her a present. She's always loading us up with good things, and doing things for us generally."

The group of boys hilariously agreed, and it was decided to ask Fred to learn from Sister Sue what she most desired as a gift. Fred agreed and promised to report promptly. But two days passed and Fred kept away from the other boys, or gave unsatisfactory answers when approached. Finally the boys cornered him.

"Well you see," he said shamefacedly; "Sue ain't like other girls, always wanting things. If it was Bess, now, she'd tell a dozen things she would want in one breath."

"Well, it isn't Bess, it's Sue," cried Will Davis. "What does Sue want?"

Fred took a long breath. "Well, you see," he began again, "she couldn't know I was quizzing her for anybody but myself, and she said—pshaw, I ain't going to tell you," he broke off impatiently; "it isn't any of your business anyway."

The boys grew indignant. "Well," said a voice, "I guess it is our business. If you think it is going to cost too much—we're not a stingy lot. We're ready to do it up fine. Out with it, Fred!"

Fred straightened up at that, with a "do or die" expression on his face. "May be you'll wish I hadn't. It's something that'll cost like fun, but I said I'd report and I'm a man of my word, so here goes. She just said, 'Frederich Jacks Wilkins, if you want to give me a birthday present that I'd like better than anything else, you take a sheet of blank paper and write on it an iron-clad promise that you'll stop smoking cigarettes, and sign it.' That's all I could get out of her."

Fred said afterwards when he told Sue about it: "You would have sliced up the silence that fell over the bunch of boys with my jack-knife." Every boy of them had known that Fred's sister Sue had no use for cigarettes, and they had always been careful to keep them out of her sight. It was Fred who finally spoke again.

"Well, I didn't suppose you'd like it a bit better than I did, but you made me tell."

"Say, are you going to give Sue what she asked for?" spoke up a boy, shyly.

Fred's face flushed, but his voice had a manly ring,

as he promptly answered: "You just better believe that I am. She's too good a sister to disappoint."

"That's what I say," blurted out Tom Folk. "It would please her mightily to have all us boys do the same thing too. Let's do it. All in favor say 'Aye'."

"Aye, aye," was the firm but quiet response from every boy.

"There's one of the boys wants to see you, Sue, out in the yard," said Fred Wilkins to his sister on the morning of her birthday. "He won't come in."

She smilingly accommodated herself to a boy's whim and hurried out into the yard, where she found Rodney Black. He handed her an envelope, bulky and broad: "From us boys just to start off your birthday cheerful," he told her.

Fred lingered around when Sue opened the envelope and read the promise written in many boyish hands to stop smoking, and heard a fervent, girlish, "Bless their hearts. How did they ever know how much I wanted them to do this very thing!"

She wouldn't have been a girl if she hadn't been wonderfully pleased at the mammoth box of bon-bons that came later, labeled in a boyish hand: "Bought with the money we didn't spend on cigs." But she always insisted that, delicious as it was, it wasn't to be mentioned in the same breath with the present that came in the envelope.



POLITENESS DONE TO A FINE ART

TRAMP: "Can you oblige me with a bit o' bread, Kind Sir?"  
SON OF THE HOUSE: "Certainly, old chap, brown or white?"

# CANDY AND COUNSEL FOR THE KIDDIES



A Pair who Back Each Other Against all Odds

## ADOLPHUS AND MANX AND MARSHALL A True Story of Three Tame Squirrels

*Written Specially for The Grain Growers' Guide, by L. B.*

One day last summer we found a squirrel's nest in an old granary. There were three tiny squirrels in it, but they were not much like the squirrels we see playing in the trees. They did not have any hair, and were an ugly mouse color, so you may imagine, they were not very pretty. We took them home and put them in a cage, and soon their hair began to grow, and they looked much nicer. They also became very playful.

It took us a long time to decide what to name them, but at last we christened them Adolphus, and Manx and Marshall. Adolphus never became quite tame. Although he at times seemed very tame, he was something like a broncho, we never could tell just when the wild strain in him would break out. Manx was very tame, and never wanted to be alone. He loved a crowd, and the more he could have around him the better he was pleased. Marshall loved a good fight. There was nothing mean or sneaky about him, but he was a very good sport, and carried it so far as to enjoy a well conducted fight once in a while.

At last the cage became too small for them, so we secured a large box, and made an upstairs in it, and put up a little swing. We put a screen across the front to let in light and air. The little fellows did enjoy their new home, and when not swinging, raced around it upstairs and down, as hard as they could run.

We were afraid they were not getting exercise enough so we made a wheel, and fastened it so they could run out of the box and turn it around, whenever they felt like it. Just as soon as it was finished, Adolphus and Marshall made a dash for it, and climbing in, started it to go. Every morning after that we were awakened at five o'clock by the sound of that wheel.

One of the cutest things was to see them going to bed. We had made a nice soft bed upstairs in their house for them, and given them a blanket for covering. When their bed-time came they went quickly to bed, lay down

flat on their backs, and pulled the blanket up over them with their fore paws. Manx always lay in the middle, but sometimes Adolphus did not stay all night in bed, seeming to prefer the bare floor downstairs. The other two always slept all night in bed, like respectable people.

One day we let them out to play and they did not seem a bit wild, but when we went to put them in for the night, we could not find Adolphus. We hunted high and low for him, but could not find him, until mother espied him in the cream pitcher, hanging on the edge with his hind feet, while he reached down, and supped the cream.

The next time we let them out, Manx and Marshall were killed. Manx went into the kitchen to learn something about cooking, I guess, and the cook, who was a big nervous woman, was running from the range to the table with a hot pie, and stepped on him. He gave a faint squeak, at which the cook screamed, and dropped the pie right on top of him. That was the sad end of poor sociable Manx.

Marshall had just as sad a fate. He had a fight with the cat, but she did not seem to understand the rules of the game and before he could explain them to her, his last remaining spark of life was squeezed out.

Adolphus was left alone, but he did not seem to mind that. In the spring he began to build a nest, and tore up our best comforter to get the batting, though how he knew it was there we could not tell. We could not find his nest, and he spent much time away from home. One night he did not come home. We went out to look for him next day, and saw him playing with another squirrel. He appeared to know us, and ran towards us, when we called him, but the other squirrel made so much fuss that I guess she frightened him, for he would not let us touch him.

We saw him several times after that, and he always knew us, but the other squirrel called him back to the wild life he loved the best.

## RIDDLES

Where does charity begin?—At C (sea).

What smells most in a perfumer's shop?—The nose.

What pudding makes the best cricketer?—A good batter.

Why is education like a tailor?—Because it forms our habits.

Why are feet like olden tales?—Because they are legends \*legends).

Where was Adam going when he was in his 39th year?—Into his 40th.

Why is a nobleman like a book?—Because he has a title and several pages.

Why should a man never tell his secrets in a cornfield?—Because so many ears are there.

Which is the strongest day in the week?—Sunday, because all the rest are week (weak) days.

Why is a banker's clerk necessarily well-informed?—Because he is continually taking notes.

Which is easier to spell—fiddle-de-dee or fiddle-de-dum?—The former, because it is spelt with more e's.

How would you speak of a tailor when you did not remember his name?—As Mr. So-and-So. \*sew and sew).

Why cannot a deaf man be legally convicted?—Because it is not lawful to condemn a man without a hearing.

Why are photographers the most uncivil of all tradesmen?—Because when we ask for a photograph they begin with a negative.

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## A RHYME OF THE CITIES

Said little Johnnie to the Owl:  
"I've heard you're wondrous wise,  
And I'd like to question you;  
Now, please, don't tell me lies.

"The first thing, then, I'd have you tell,  
My empty mind to fill,  
Pray, was it that explosive beef  
That made Chicago ill?

"I've heard it said, yet do you know—  
In fact, it may be bosh—  
Then, tell me, is it lots of dirt  
That makes Seattle Wash.?

"When certain things will not go straight  
To right them we should try;  
So, maybe, you can say what 'tis  
Sets Providence R. I.?

"Another thing I wish I could  
Inform my waiting class—  
Is just how many priests it takes  
To say the Boston Mass.?

"This is the time of running debts,  
As you must surely know,  
This secret, then, impart to me:  
How much does Cleveland O.?

"In ages, too, you must be learned,  
More so than many men.  
So, tell me in a whisper, please,  
When was Miss Nashville Tenn.?

"It takes great heat the gold to melt,  
And iron takes much more;  
Then is it true that 'way out West  
The rain melts Portland Ore.?

"Some voices are so strong and full  
And some so still and small,  
That I have wondered oftentimes  
How loud could Denver Col.?

The Owl he scratched his feathered pate:  
"I'm sorry, little man;  
Ask some one else. I cannot tell.  
Perhaps Topeka Kan."

—Donald A. Fraser

Ma—"Johnny got home from school an hour earlier  
than usual today." Pa—"Why, was he sent away?" Ma—  
"No, he just wasn't kept in."

"Why are you crying, my boy?" "Because Billy  
slapped me." "But why didn't you slap him back?"  
"Because then it would only be his turn again."

Thrifty—"Mamma, can I go to bed an hour earlier  
than usual tonight?" "An hour earlier! What for?" "I  
want to say my prayers for three weeks ahead."

Teacher (angrily)—"Why don't you answer the ques-  
tion, Bobby?" His brother Tommy answering for him—  
"Please, sir, he's got a peppermint in his speech."

Teacher—"Who was it supported the world upon his  
shoulders?" Tommy—"Atlas, sir." Teacher—"Who sup-  
ported Atlas?" Tommy—"The book don't say; but I  
s'pect his wife did!"

Sportsman—"Is there anything to shoot up here, my  
boy?" Schoolboy (with the afternoon chastisement still  
fresh in his memory)—"Yes, sir; there' the schoolmaster  
coming over the hill."

First Rat—"What are you doing for a living?" Sec-  
ond Rat—"Oh, I'm running a night school—teaching the  
youngsters how to eat the cheese off a hook without  
springing the trap."

What does a man love more than life,  
Hate more than death or mortal strife;  
That which contented men desire,  
The poor have and the rich require;  
Our miser spends, the spendthrift saves,  
And all men carry to their graves?  
—Nothing.

## A BOY'S SOLILOQUAY

(The Eternal Mystery)

I wish I had been born a girl,  
A pretty girl, like sister is,  
With hair I could keep in curl,  
With hair that I could daily frizz.  
Coz then, when fellers come to call,  
I'd simply have to sigh jes' so;  
And wish to go to some swell ball—  
Then sure enough I'd go.

If I was born attractive like  
My sister is, an' had her ways;  
I would not have my pa to strive  
For money to go to the plays.  
Coz when a feller called on me  
I'd simply talk about the show,  
An' mention one I'd like to see—  
Then sure enough I'd go. ...

If I could wear a trailing dress,  
Like sister does, an' peek-a-boos,  
For candy I'd not beg, I guess,  
I'd always get the kind I choose.  
I'd make a date with some nice man,  
Like sister does, with lots of rocks;  
Then meet him at the front door, an'  
Sure enough I'd get a box.

If I'd been born a girl like sis,  
To circuses and things I'd go;  
An' not a party would I miss,  
So long as I could get a beau;  
Then afterward I'd heave a sigh  
An' mention some cafe I know,  
Where they keep dandy apple pie—  
An' sure enough I'd go.

I wish I wasn't born a boy,  
Coz boys for everything must pay;  
There's nobody that counts it joy  
To take a kid to some cafe.  
It makes no difference how I sigh,  
An' wish that I could see a show;  
Though twenty men were standing by  
Nobody says: "Let's go."

There's no one wants to pay my fare,  
An' no one comes to call on me  
Or asks to take me anywhere.  
An' there's so much I'd like to see.  
I wish I wasn't born a boy,  
For boys don't ever stand a show;  
There is so much I could enjoy,  
If only I was asked to go.

—Detroit Free Press.

## THE RAINY DAY

W'en de weather rainin',  
Fills de Lily's cup;  
Honey, stop complainin':  
Sun is restin' up!

Soon he'll be a-shinin'  
Tho' de Rainbow's bars;  
He's only on a picnic  
Somewhar', wid the stars!

Can't be always sunny—  
Dat's de lesson plain;  
But ever' rose, my honey,  
Is sweeter fer de rain.

—Frank L. Stanton.

# GREAT THOUGHTS IN LITTLE PARCELS

FOR THERE IS A TRUE CHURCH WHEREVER ONE HAND MEETS ANOTHER HELPFULLY, AND THAT IS THE ONLY HOLY OR MOTHER CHURCH, WHICHEVER WAS OR EVER SHALL BE.—RUSKIN.

The night has a thousand eyes,  
And the day but one;  
Yet the light of the bright world dies  
With the dying sun.

The mind has a thousand eyes,  
And the heart but one;  
Yet the light of a whole life dies  
When love is done.

—Francis W. Bourdillon.

## What to Learn

Learn to laugh. A good laugh is better than medicine.

Learn to attend strictly to your own business—a very important point.

Learn to tell a story. A well-told story is as welcome as a sunbeam in a sick-room.

Learn the art of saying kind and encouraging things, especially to the young.

Learn to avoid all ill-natured remarks, and everything calculated to create friction.

Learn to keep your troubles to yourself. The world is too busy to care for your ills and sorrows.

Learn to stop grunting. If you cannot see any good in this world, keep the bad to yourself.

Learn to hide your aches and pains under a pleasant smile. No one cares whether you have earache, headache, or rheumatism.

Learn to greet your friends with a smile. They carry too many frowns in their own hearts to be bothered with any of yours.—Christian Life.

On a sun-dial which stands upon the pier at Brighton is inscribed the most hopeful line, "'Tis always morning somewhere in the world."

## Why a Woman Was Made of a Rib

A young lady having asked a surgeon why woman was made from the rib of man in preference to any other bone, he gave the following gallant answer:

"She was not taken from the head lest she would rule over him; nor from his feet, lest he should trample upon her; but she was taken from his side, that she might be his equal; from under his arm, that he might protect her; from near his heart that he might cherish and love her."

To do good for the sake of the profit we will gain is not kindness, but commerce.

What is best for the individual is best for society.

This country belongs to the people who inhabit it.

The purposes of the Almighty are perfect, and must prevail, though we erring mortals may fail accurately to perceive them in advance.

Don't kick a down dog; he may be up some time. Anyway, it won't do you any good to increase his suffering.

The early bird gets the worm—if he is sharp enough to see it, and decisive enough to take hold of it and keep his hold.

Many a man has failed because he backed up in the traces just at the time that a good, strong pull would have placed him on the top of the hill.

Be persistent; and with your persistency use your head. The man who succeeds must not only persist in attention to his work, but he must make every move count; that means accomplishment, which is success and it has often been said, "nothing succeeds like success."

## A Retort Turkish

The following we take to be of Turkish origin:

'As a woman was walking, a man looked at and followed her.

"'Why,'" said she, 'do you follow me?'

"'Because,'" he replied, 'I have fallen in love with you.'

"'Why so? My sister, who is coming after me, is much handsomer than I am. Go and make love to her.'

"The man turned back, and saw a woman with an ugly face, and being greatly disgusted, returned and said:

"'Why should you tell me a falsehood?'

"The woman answered, 'Neither did you tell me the truth; for, if you were in love with me, why did you look back for another woman?'"

It was truly said of one who was "struggling against the tide" that an excellent shoemaker had been spoiled to make a very poor preacher; and in different ways a similar charge may be brought against many who refuse to do what they can do well in the desire to do something which they deem of a higher grade.

Instead of shunning difficulty, we should court it; instead of rejoicing in an easy life, we should be afraid of it. We must continually seek for new and harder achievements if we would make the most of ourselves and become stronger and nobler men and women.

Absence of Occupation.—Nothing opens so wide a door to vice, to crime, to evil habits of every description, as the absence of occupation. The downward course of many a promising youth, the ruin of many a hopeful life, may be distinctly traced to the void caused by having nothing definite and positive to do. The faculties must be active, the energies must be at work, and if not employed for good they will be for evil.

In every occupation of life it is the man who has thoroughly mastered every detail of his business who gets to the top. The mastery of details embraces not only knowledge of methods, but the reasons for certain procedures and the causes which lead to effects.



Submitted Without Further Comment

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# ALLEGED HUMOR—JUST AS YOU TAKE IT



## A FRIEND IN NEED

**INVALID:** "I sometimes feel inclined to blow my brains out"

**FRIEND:** "I shouldn't advise you to try it, old man; you know you're a bad shot, and there's nothing much to aim at."

The man who points out our faults is a true friend, yet we would like to kick him all the same.

It's a pity that the woman who knows how to manage a husband never had one and never will have.

Sunday School Teacher—"What are heathens?" Bright Boy—"Heathens are people what don't quarrel over religions."

A wife may pay little attention to her husband's remarks in general, but she's more than attentive when he talks in his sleep.

Benedict—"Milton's wife left him, didn't she?" Bachelor—"So the story goes." "Did he write anything after that event?" Oh, yes—"Paradise Regained."

George—"Is Mabel jealous of her husband?" Elsie—"Jealous? I should think so. Why, on the honeymoon, she wouldn't even let him admire the scenery."

Father (meditating on time's changes)—"Ah, yes, the fashion of this world passeth away!" Daughter—"Indeed it does, papa! I shall want a new hat next week!"

"Hello, Dinny, you look prosperous—got a job now?" "You bet, and it's a good one!" "What is it?" "Getting up early on de bank runs an' sellin' me place in de line."

Jobson (proudly)—"Yes, I can tell you I was quite the lion of the evening." Mrs. Jobson (putting her head in at the door)—"And I'm the lion tamer. Come to bed at once."

"What's the trouble? You look as if you had lost your last friend." "My wife has just found a place where she can do Christmas shopping and use clearing house certificates."

"What's the matter with that grafter?" "Pneumonia." "How did he get it?" "Why haven't you heard?" "Heard nothing." "Caught cold when he was exposed."

"When I want to go to sleep," said the young man, "I simply think of nothing." "But you can always con-

centrate your thoughts on yourself?" asked the young lady.

"The only thing I can recommend in your case," said the surgeon, "is a long journey." "Well, if it has to be, Doc," the patient groaned, "get out your whittling tools and go ahead with the operation."

His wife—"John, did you get any consolation from the sermon this morning?" Her husband—"You bet I did. I was made to realize that I might be a whole lot worse than I am."

"Your husband seems to have an exalted opinion of you," remarked the bride's aunt. "He says you are his right hand." "Yes," rejoined the young wife, with a sigh; "but he's one of those men who never let their right hand know what their left hand does!"

Pat was the Irish servant of a noted big game hunter, and one morning he left the hut in the wilds of Central Africa taking a gun for the purpose of finding a "breakfast for his appetite." In a few minutes his master heard a shot and a loud cry. Rushing to the rescue, he met Pat running at full speed with a lion in pursuit. "I'm bringing the baste back aloive!" he cried breathlessly.

"A friend of mine," said Erskin, "was suffering from a continual wakefulness; and various methods were tried to send him to sleep, but in vain. At last his physicians resorted to an experiment which succeeded perfectly; they dressed him in a watchman's coat, put a lantern into his hand, placed him in a sentry-box, and—he was asleep in ten minutes."

At the trial of Horne Tooke, the Attorney-General, (Scott, Lord Eldon), replying to some attack the defendant said, "I can endure anything but an attack on my good name; it is the little patrimony I have to leave to my children, and, with God's help, I will leave it unimpaired." Here (says Hayward) he burst into tears, and the Solicitor-General (Mitford) wept with his leader. "Do you know," exclaimed Tooke in a loud voice aside, "what Mitford is crying for? He is crying to think of the 'little' patrimony Scott's children are likely to get."

## Home Again

Bishop Potter says that when he first visited Europe it was a most difficult matter for him to become accustomed to hearing himself addressed as "My Lord," which title, he avers, was given him right and left, wherever he went.

"I was in danger of becoming spoiled," the Bishop observes, "by this obsequiousness in the Old World; but a little incident that occurred when I was descending the gangplank of the steamer that brought me back to New York mercifully delivered me. An old friend, hurriedly running on to the steamship, met me. Pausing for a moment, he hastily grasped my hand, wringing it in the heartiest fashion.

"Why, hello, Bish!" exclaimed he, so you're back, too, are you?"

Miss Maude Adams has a favorite story about a certain "Miss Johnsing" and an uncertain "Culpeper Pete."

Pete became enamored of the dusky maiden and not having the courage to "pop" face to face, called up the house where she worked and asked for her over the telephone. When he got her on the line, he asked:

"Is dat Miss Johnsing?"

"Ya-as."

"Well, Miss Johnsing, I'se got a most important question to ask you."

"Ya-as."

"Will you marry me?"

"Ya-as. Who is it, please?"

The recording angel suddenly put his fingers in his ears.

"What was that for?" asked St. Peter, when they had been removed.

"Oh, I saw Brown's new derby hat blow off, just as he was getting on a car," was the explanation of this kind-hearted action.

"Are you sure this horse will not run away?" asked the man who was getting into the buggy. "Yep," replied the livery-stable keeper, "there ain't the least danger that he'll run away, but he may trot comin' back."

Maud—"Here's a Western couple that eloped on a handcar." Mayme—"How funny! But eloping on a handcar can't be such awful fun." Maude—"Why not?" "Because the man who makes it go has to use both hands, doesn't he?"

"Have you any pickles similar to those I bought here the other day?" "Yes, sir—beautiful pickles. Shall I send you another jar?" "No, thanks. I only called in to suggest that it might save trouble if you labelled them poison."

"Better send an inspector down to see what's the matter with this man's meter," said the cashier in the gas company's office to the superintendent. "Oh," began the superintendent, "we throw complaints about meters—" "This is no complaint. He sends a check for the amount of his bill, and says it's 'very reasonable.'"

"Your honor," said the lawyer to the judge, "every man who knows me, knows that I am incapable of lending my aid to a mean cause." "That's so," said his opponent, "the gentleman never lends himself to a mean cause; he always gets cash down."

#### Just Around the Corner

Lloyd Osbourne says that Robert Louis Stevenson once invited a friend to visit him in Samoa.

His friend said that nothing would give him greater pleasure, if he could secure the leisure to do so. "By the way, Louis," said he, "how do you get to Samona, anyhow?"

"Oh, easily," responded Stevenson, "you simply go to America, cross the continent to San Francisco, and it's the second turning to the left."

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This cut shows Elevator mounted on truck, with leg up and hopper ready to receive grain. Write for particulars and terms. Our supply is limited.

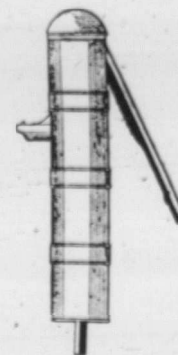
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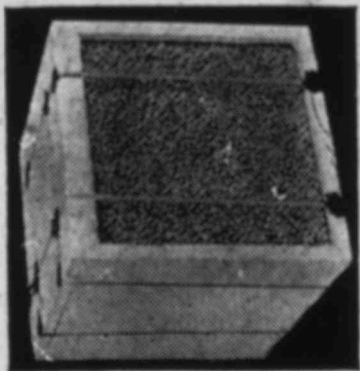
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Feeling sure that Odorkill only requires to be introduced to secure its permanent use, the Odorkill Manufacturing Co. have decided to give the above prizes to users of Odorkill who make the nearest correct estimates of the number of beans contained in a case shown in accompanying cut and which we have placed in the custody of the National Trust Co., Winnipeg. The beans are the ordinary white French variety, such as are sold in any grocery store, and have been purchased by us from the Steele, Briggs Seed Co. The inside measurement of the cube is an exact cubic foot. This has been filled with the beans in the presence of the judges of this contest, whose names are given below, then sealed, enclosed in a tin casing, which is also hermetically sealed, and the whole has been deposited in the vaults of the National Trust Co., there to remain till September 15th, when it will be opened, the beans counted and the prizes awarded to the successful competitors.

Here's the Cube. One Foot Each Way Inside.



## ODORKILL

[REGISTERED]

Is guaranteed to destroy disease germs and bad odors of every kind. It prevents hog cholera and swamp fever; heals cuts and wounds on horses and stock, and should be used on every farm, in homes, stores, hotels, public buildings, etc. It has no odor itself, and is non-poisonous. It is the most successful deodorant and disinfectant yet discovered.

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- 1.—The person who makes the nearest correct estimate will be given a clear title to a 200 acre farm near the town of Battleford, in the Province of Saskatchewan. The situation and soil are the very best, the land being unsurpassed in the Canadian West. On a conservative estimate the property is worth \$4,000. The winner of this prize will be given a free trip to the property from any point in North America.
- 2.—The next six persons making the nearest correct estimate will each be given a free Torrens Title to a lot in the City of Brandon, Manitoba. These lots are valued at \$200 each. The person making the next two nearest estimates will each receive twenty-five dollars (\$25.00) in gold, the next three ten dollars (\$10.00) each, and the next four five dollars (\$5.00) each.
- 3.—Every competitor must with letter containing estimate remit \$2.00 for a gallon jar of Odorkill.
- 4.—Any person may make as many estimates as he desires, provided he remit \$2.00 for a gallon jar of Odorkill with every estimate.
- 5.—The competition closes at 12 o'clock noon, September 15, 1908.
- 6.—In case of a tie, priority of receipt of estimate will decide the winner.
- 7.—The judges are Arthur Stewart, Esq., Manager of the National Trust Co., Winnipeg; George Bowles, Esq., Manager of the Traders' Bank, Winnipeg; W. Sanford Evans, Esq., City Controller, Winnipeg.

### COUPON No. 15

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Please enter this number as my estimate and forward me one gallon jar of Odorkill, for which I enclose \$2.00.

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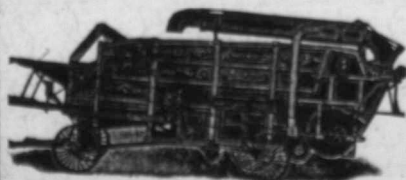
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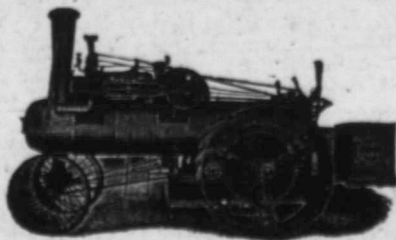
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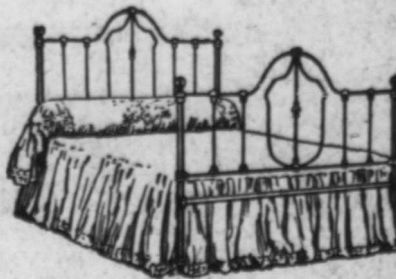


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