

THE MARITIME FARMER OPPOSED TO WEST

Eastern Farmers Should Act Independent of Winnipeg. "The Maritime Farmer" and Co-operated Dairyman Says

WHY THE BIG STAKE.

Speaking at the United Farmers of New Brunswick convention at Woodstock, Mr. Pratt, of the Grain Growers' Guide, Winnipeg, was asked what would happen if the Maritime offshoot of the Grain Growers' Guide goes broke.

Mr. Pratt replied to the effect that "The paper would not be permitted to fall while there was a dollar behind the Grain Growers' Guide, as the management realized that the failure of the paper would mean the failure of the 'Furtherance of the objects of the Grain Growers of the West?'"

May we ask what are the objects which induces a pledge of millions of dollars? Why are the Grain Growers so willing to risk hundreds of thousands of dollars in "Furtherance of the objects of the Grain Growers of the West?"

It must be a big game.

nal which believes in the East. It thinks rightly or wrongly that the interests of the east and west are not at all in keeping. Our farmers farm. Most of the western farmers mine. They not only want the earth, but they are reaching out for some of the planets of the sky.

At present they are insisting that the government again buy their wheat at fancy prices and force the rest of Canada to pay the bill. We say no. Not only do we say "no," to that, but we again urge the farmers of these provinces to protest against any such use of the monies of this country unless the farmers of the Maritime Provinces are accorded like treatment. The United Farmers of the west are going to Ottawa to force that unholy proposal on the government of the Dominion. Just as surely as they succeed just so surely will every farmer continue to pay exorbitant prices for his flour and feeds for the next year. The United States has decided to have no more price fixing. Then why should we continue to pay an unheard of tax to the United Farmers of the West? The men who are doing this thing are the same men who are professing brotherly love for the farmers of the east, but who at the same time are making an attempt to rifle their victims' pockets as have pockets never been rifled before.

It is against such absolutely confiscatory methods that the Maritime Farmer protests. If wheat is to get special treatment then let us have our potato growers looked after. Where is all the performance that was promised by the United Farmers in the marketing of potatoes? Has a single business like effort been made to improve the condition of the farmers of the potato growing counties of this province? Has any person heard of any delegation being sent to Ottawa to urge the claims of the men who grow "spuds"? If there has been, it has been a very thin voice that has been raised in support of such a suggestion. Letters to the Maritime Farmer from upriver comment on the course of this paper and claim that the United Farmers have been mighty short in fulfilling their pledges. They have stores which are owned by shareholders the same as other stores. They are operated for profit. Just as other stores are and they earn and pay dividends to their shareholders. And they pay these dividends to the shareholders only so far as the fellow on the outside is concerned he gets nothing.

Just contrast this with the policy of the Maritime Farmer. We assisted in co-operation. We held Agricultural Societies to get in touch with sources of supply which save money—not for the select few but for every farmer in the organization. More than that we have been buying for United Farmer organizations and there has been no profit asked on the goods, as in the case of the head office of the United Farmers of Woodstock, which at every purchase made. That is to say a branch United Farmer store, must not only pay the wholesale price ruling at the time of purchase but it must pay a second wholesale profit to the head office at Woodstock. And in rendering the same service that the Maritime Farmer has been giving to scores of farm organizations in this province and in Nova Scotia without charging a single cent for that service. And yet we are asked to view the United Farmer organization as at present constituted—a something purely charitable and philanthropic.

Gentle reader, the Maritime Farmer sold car after car of feed and flour this year to farmers in the Maritime Provinces just one hundred dollars per car cheaper than the United Farmers sold the same commodities from their stores. Did

you get it? We sold one hundred dollars per car less?

It was because of its knowledge of these things that the Maritime Farmer refused the offer of Winnipeg to acquire this paper. The Maritime Farmer made up its mind that if there was to be a campaign of Big Promises, there would be at least one paper left with sufficient courage to say something about the hoax.

We believe that it is good for the farmers to organize, but we believe that the United Farmers of New Brunswick, or the United Farmers of Nova Scotia, or the United Farmers of Prince Edward Island should be the United Farmers of New Brunswick or the United Farmers of Nova Scotia, or the United Farmers of Prince Edward Island.

The recent meeting of the United Farmers at Woodstock was attended by about 200 delegates. Some 3000 farmers were expected. The program was one calculated to make farmers believe that there was nothing left on earth for the farmer except what Winnipeg in due course will supply. (Probably the increased price for flour and feeds will be the most notable contribution to this season). A resolution demanding a Canadian born Governor-General was widely debated. Yet when the question of forcing the Dominion Government to provide abattoir facilities for the Maritime Provinces was brought up, Mr. A. E. Trites, of Salisbury, and Mr. F. Alward, of Havelock, two of the sanest men in this province, were given about three minutes in which to lay the important facts in their possession before the meeting. Yet only a few short months ago the United Farmers were very insistent upon the inauguration of a scheme which they dismissed in three minutes. The rest of the time was spent in lining up schemes in accord with the program adopted at Winnipeg.

The Nova Scotia delegates to the convention were given as warm a welcome as others. It is the Maritime Farmer say right here, that the United Farmers delegates could have heard more to their advantage and profit from Mr. Trites and Mr. Alward than they would have from some of the visionary importations who addressed the various meetings.

It is in view of these things that we point out to the farmers of Eastern Canada the strong advisability of organizing in their own interests. The Grain Growers are establishing a paper to inform upon the farmers of the Maritime Provinces the views of Winnipeg. It is represented to the farmers as being "their paper." It isn't. It is controlled from Winnipeg, and it will say what Winnipeg wants it to say. The director of the paper will be Mr. G. F. Chipman, who is an employee of the Grain Growers' Guide. The Grain Growers' Guide is the mouth-piece of the very men who ask that the farmers in this part of Canada be soaked for their feeds and their flour. The Grain Growers' Guide also professes to be owned by farmers. It is owned by Hon. Mr. Cramer and one or two others. The farmers share in represented by his subscription. In the same way every reader of the Maritime Farmer is a part owner. Mr. Chipman will run the newspaper as he is told to run it. He will advocate for eastern consumption and will try and gold-brick to it at still greater extent the farmers of Eastern Canada.

The Maritime Farmer would like to see a purely Maritime Province organization, run in the interests of the farmers of the three provinces. It would like to see an organization which will be of the farmers, for the farmers and by the farmers, but we mean Eastern farmers.

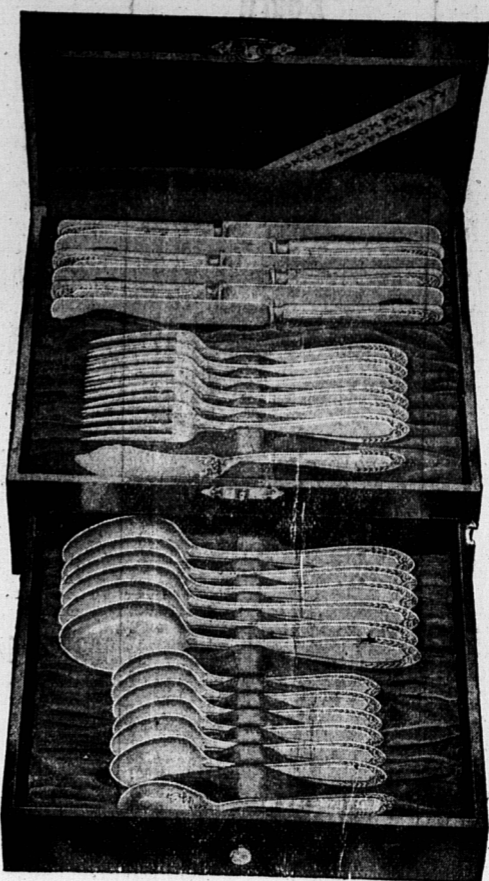
We commend to the attention of Eastern Farmers the views of Mr. Pratt, of the Grain Growers' Guide, which are published in a panel on this page of the "What are the ideals which Mr. Pratt of the United Farmers of the West would impose on the farmers of the East?"

He used strong language. Until the last dollar goes he declared, the United Farmers of the west, (not the east mind you), will see that their paper survives. There must be something big a stake to pledge so much. The Grain Growers' Guide is in itself a very wealthy corporation. Back of it is the Grain Growers with a two million surplus. What is it that they would introduce into these provinces which makes it worth while to pledge such large funds? People do not risk fortunes for fun and the history of the western Grain Growers, as shown by their surplus, is not along the line of good fellowship. We ask again what has this organization in view? Is the Maritime Farmer not warranted in its "Beware?"

Get together. But get together in our own interests, (eastern interest) and in warning the Maritime Farmer again issued. That is to say the only doubter, President Wood, of the Alberta United Farmers, roundly denounced their methods at the Convention of this year. He declared that he was told that he must say from the platform nothing but what he might be told to say by the political committee. Mr. Wood was a big enough man to refuse to swallow the dose. He was re-elected President.

On Thursday, February 12th, during the annual United Farmers' convention at Saskatoon, the Secretary, J. B. Musselman, declared point blank charged the Association with being the catspaw of a clique who were out to further their own political ends, and warned them that their attitude was placing the Association in an absolute state of chaos.

These are charges by the President of the Alberta branch and the Secretary of the Alberta branch and the secretary of the Saskatchewan branch. They are not remarks by the Maritime Farmer. If they won't stand for game in the west, land and Scatterie. The assumption why should the farmers of the Maritime Provinces tie up with a movement which is to their own disadvantage? Let us have all the United Farmers that may be, but



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Shipping News

DRIVEN ASHORE OFF CAPE BRETON COAST.

A steamer which it is feared is the Dominion Coal Company carrier Cape Breton, went ashore on Scattered Island at 10 o'clock Sunday morning, and observers from Long Point, near Malindiou, on account of heavy seas which were pounding against her, held fears that she was doomed. The Red-Bay Newfoundland steamer Kyle left North Sydney to go to her assistance at 6 o'clock Sunday night and reached a point near the wreck at 10 o'clock. By wireless to North Sydney she reported that on account of the weather and the heavy seas she could render no aid and was returning. Drift ice has broken the submarine cable between the Cape Breton mainland and Scattered. The assumption that the ship is the Cape Breton is based on word received from Long Shore, the residents of which place say that the wreck resembles the coal company's carrier in size and

shape and carries the black diamond crest upon her funnel and also upon the fact that the Cape Breton, in company with the Nevada was expected in Louisbourg on Saturday from Halifax but failed to arrive at that port. The ship was observed early Sunday morning by fishermen of Long Shore to be drifting towards Scattered in an unmanageable condition, swerving in her course, and seemingly a plaything for the winds. At 10 o'clock she struck near what was judged to be the Red Rocks at the east side of Tin Cove. At dark she appeared to be intact lying broadside to the shore and some distance out. Heavy seas and huge floes of ice crashed against her and those who viewed her from the mainland thought that she would not withstand the heavy battering for any great length of time. At dark her spars and funnel were still standing. Nothing can be ascertained as to the safety of the crew, but grave doubts are held that they will be rescued.

LINER CEDRIC FOULED HER PROPELLOR

Owing to fouling her propeller shortly after leaving her dock at New York on Saturday, the White Star liner Cedric was forced to abandon her trip to Liverpool via Halifax and return to New York.

The Cedric fouled her propeller with a ferry boat. The Cedric was to have called at Halifax to take on 475 third-class passengers from the steamer St. Paul. If arrangements can be made, the steamer Scandinavian, now at St. John, will call for the passengers.

SERIOUS FIRE ON SHIP AT PORT OF LONDON

Fire which started in the after holds of the United States Shipping Board steamship Louisville Bridge now in London on Thursday night, was still burning Friday when the stern of the steamer was submerged after efforts to control the flames had failed. Extensive damage to the cargo is reported.

NEW N. S. TRAWLER

The new steam trawler Bernard M., built by Captain H. T. LeBlanc at Wedgeport, Digby County, N. S., will make her trial trip in a week or so. The Bernard M. is owned by the Wedgeport Steam Trawling Company, Limited, of Wedgeport, N. S., which was recently organized with a capitalization of \$225,000. Captain Clayton Morrissey, who for years has had the distinction of being one of the greatest fish killers sailing out of Boston or

premium scheme and special Application and Agreement forms. All clubs should note that the final date for receiving applications is April 1st, next.

THE CHALEUR LEAVES FOR WEST INDIES

The Royal Mail Steam Packet Liner Chaleur left Halifax Saturday morning for the West Indies with a large number of passengers. Captain Hill, formerly master of the Sambre Ledges, called at The Morning Chronicle office Friday to state that some of his crew had unfortunately misunderstood the final wireless message, which he despatched from his ship.

CAPTAIN HISCOE, PRAISES MEN OF THE BOHEMIAN

A Halifax exchange says: Captain Hiscoe, master of the steamer Bohemian, which was wrecked on the Sambre Ledges, called at The Morning Chronicle office Friday to state that some of his crew had unfortunately misunderstood the final wireless message, which he despatched from his ship.

Gloucester, and is well known in Nova Scotia, is a prominent stockholder, and will be in command of the Bernard M.

THE CHALEUR LEAVES FOR WEST INDIES

"I want to make it clear," said the captain, "that there was absolutely no intention of casting reflection upon my crew. They are a brave and fearless lot, as British seamen should be. The point is that after the Bohemian struck the ship and cargo were turned over to the underwriters for salvage, and that the crew of the ship were then employed by them and not by me.

ANOTHER STEAMER SENDS OUT CALL FOR ASSISTANCE

The Atlantic Transport line steamer Maine sent a wireless message Sunday from latitude 54.20 longitude 14.20 reporting that she was experiencing a hard gale condition. Clubs interested should write the Horse Division of the Branch for an outline of the

"Eventually the men found that it was absolutely impossible to continue 'working' the ship" which is meant the salvaging of cargo, and their 'retail' was merely a nominal act. They could no longer work on the 'cargo,' as the holds were full of water."