AMONG THE FARMERS

Federation of Agriculture Newsletter

THE PAST AND THE FUTURE

As this will be the last Federation newsletter for 1956 we are taking this opportunity of expressing on behalf of the officers and board or directors appreciation for support, encouragement and the privelege of working with and on behalf of the member organizations and individual farmers who make up the Federation in this province.

During the past 60 years, a period which covers most of the farm organization history, there has been a more or less steady coming and going of farm groups. Some passed away because their services were no longer required others went out of existence in spite of the fact that they were badly needed, in many cases with these the reason was non-support or lack of interest on the part of the people and possibly pressure from other interests which produced conditions both unfavourable and untendable.

The ideal of a federated general farm organization for Canada is a comparatively new one. The Federation came into being in 1935 and has during the past year attained its majority, the first general farm organization in Canada ever to do so.

NEEDED

Whether or not the Federation continue for all time to come as a permanent feature of the farm picture no one can predict with certainity, with the decrease of agriculture in relative importance both from the standpoint of value and production and members involved (with the consequent loss of political power) it would be logical to expect that the need of a strong organization will become greater as the years go by and the realization of this need more apparent in the minds of farm people.

Present trends indicate to a greater extent that ever before the necessity and importance of agriculture having an organization which can represent it in an united and responsible way with the public and with government. The average farmer's realization of his problem and difficulties may be quite active and strong but in many cases he lacks the fluency to interupt these problems and to explain his ideas for their solution. This is where he must depend on his follow farmers who will give some of their time and have the necessary training in expressing and dealing with the state of agriculture in a broad way.

While farm organization do disappear, nevertheless, the trend would appear to be towards strong er and more effective ones and towards the development of leaders who are well equipped to represent the industry at all levels, for the most part these leaders have the respect and confidence of public people and what is more important of the farmer. It is important for the farmer to realize that his local group whether it is a Federation, a Farm Forum or some other body have an important part to play in developing the people who will represent farmers in the council halls of the nation. Basically the whole program of effective farm organizations is based on the development of the individual and an effective community group.

PRESSURE ON FARMERS

During the past year farm organization in common with government have been concerned with the forces and pressures acting upon agriculture. The effects take the form of rapid loss of population, the scarcity of labour, increased costs of mechanization and operation, of a narrowing margin of profit and at the close of the year another increase in freight charges. On the other hand with the exception of wheat the build up of farm surpluses appeared to have been arrested and there were those who began to wonder whether present production could be maintained or even increased to supply the prospective requirements of increasing population.

In retrospect the period 1951-1956 would qualify as one in which relatively depressed prices were in effect. Generally these cycles of low prices last in agriculture for five years or to say it in another way it takes agriculture about five years to adjust to marked changes in the economy. Barring wars and international disturbance the long term prospects would appear to offer farmers better returns for their labour and investment and generally improving standard of living. There will be fewer people in the business, there will be more people to feed, a combination which should result in an increase in the gross amount to be distributed to the average farm family. Distribution cost will remain high and the trend toward prepackaging, greater processing and the purchases of smaller units will force upon the farmer where over-production occurs a more marked reduction in his prices, in other words fluctuations in prices to the consumer will not be nearly so marked as the returns to the producer.

The labour situation will remain a baffling problem, the farmers is being told that the small unit cannot compete but certainly the larger operators who must depend upon the labour market are facing increased difficulties. Generally the farmer does not have to make apologies for efficiency in production, he has put in long hours, has not exacted high return on his investment nor has he worried about even a reasonable depreciation, the question arises as to whether the farmer can in the future improve his efficiency to compensate on the one hand for the disadvantage of a small unit and on the other for the risky prospect of dependence upon the labour market to operate on a large scale.

Even with present and prospective difficulties it is likely that farming will be generally a better way of life than in the past. Improved transportation and the marvels of mass communication bringing new cultures into the farm home will compensate for much of the isolation which has plagued the farm family.

MEMBER ORGANIZATIONS

The Island Federation was set up in March, 1941 by some dozen provincial farm organizations than in existence. It is logical to suppose these groups saw the necessity of and advantage to be gained in such a move and in unity, added influence and greater prestiage. While it may not have been clear to the leaders of these groups what use was to be made of the new merger yet they had moved in the right direction. Unfortunately few of these parent groups had the necessary funds to properly finance such a venture.

At no time until 1948 had the Federation budget ever exceed $500, an amount which meant free services on the part of all involved, at this juncture the individual farmer began to realize that the Federation could be an implement of value to him and from individuals came the stimulus for a more adequately financed Federation and the added influence of support by large numbers of individual farmers.

For the past six years hardly more than 5 per cent of the Federation income has come from member organizations a situation which inevitably raises the question which the Minister of Agriculture, the Honourable Mr. Cullen, dealt with before the annual meeting of the Queens County Federation Mr. Cullen was concerned with the status of the members groups in the Federation how were they supporting it, what use were they making of it and what were their plans for the future.

The organization is basically a Federation and possibly the time has arrived when the member organizations should do some serious thinking upon their role in the Federation and upon the support which they are giving it. The necessity of unity and converted effort is just as great at the present time as it was in 1941. We would expect that there is equal quality and unison among the leaders in these groups as existed fifteen years ago.

Coming Events

Come to dance Bonshaw Hall, New Years Eve. Good music.

Dance Corran Bann Hall Friday Dec. 28th.

Unloading car of Co-op feeds. Friday and Saturday. Vernon River Co-op.

South Winsloe Pantry sale at Moore and MacLeod Ltd., on Dec. 28 at 3 o'clock.

Dance in Afton Hall, Saturday, December 29. Good music in aid of hall.

Apology, we the committee of West Royalty Hall due to unforseen circumstances apoligize for not having our weekly dance Dec. 28.

Carloads of wheat, bulk or bagged, is our specialty. Also all other grains in assorted cars. The Atlas Grain Sompany, 300 St. Sacrement Street, Montreal.

More Than Half Homes Have TV

OTTAWA (CP)—More than half Canada's estimated 3,974,000 households were equipped with television sets at the end of September, the bureau of statistics said Thursday.

The bureau also estimated that 96 per cent of all households, or 3,817,000, had radios, up slightly from last year, and 74 per cent, or 2,930,000, had telephones, compared with 70 per cent a year earlier.

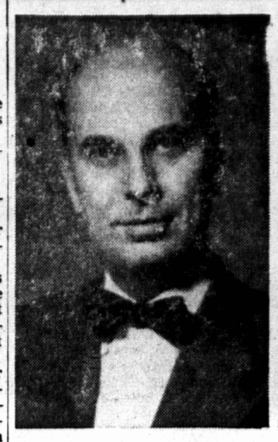
The bureau estimated that 54 per cent—2,132,000—had television sets at the end of September. This compared with 39 per cent a year ago.

In Quebec's 6,045,000 households 671,000 had TV sets, 1,010,800 radios and 794,000 telephones.

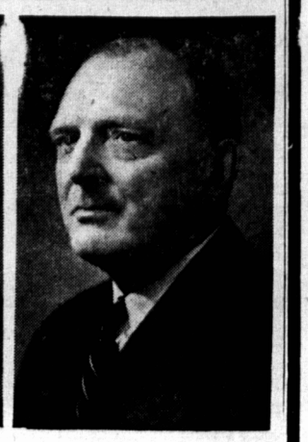
In the Atlantic provinces, 80,000 of Nova Scotia's 165,000 households had TV sets, 158,000 radios and 100,000 telephones.

There were 41,000 TV sets, 119,000 radios and 73,000 telephones in New Brunswick's 128,000 house holds and 15,000 TV sets, 81,000 radios and 24,000 telephones in the 87,000 households in Newfoundland.

No figures were available on the number of TV sets in Prince Edward Island's 24,000 households. However, there were 22,000 radios and 10,000 telephones.



G. ARNOLD HART



ARTHUR C. JENSEN

Announcement has been made by Gordon R. Ball, president of the Bank of Montreal, of the appointment of G. Arnold Hart (left) as general manager of the bank, succeeding Arthur C. Jensen, who becomes executive vice-president, effective January 1.

Mr. Hart, who will be one of the youngest general managers in the history of Canada's senior financial institution, has held a wide variety of important posts since World War II. After five years with the Canadian Army, he became secretary to the president, the late George Spinney.

Later he served as assistant superintendent at Calgary, manager at the Edmonton main office, and an agent at the bank's New York office. Three years ago, after an extended trip through the Far East as a special representative of the bank, he was made a superintendent at the head office, and in the following year he became an assistant general manager. Last April, he was made deputy general manager.

Mr. Jensen, who has been general manager for the past four years, becomes executive vice president after a banking career extending over 42 years. For the past two years he has been a vice president of the bank. He is also a vice-president of the Canadian Bankers' Association.

Outlines Stand Of Company In Letter To C.P.R. Employees

MONTREAL (CP) — President N. R. Crump today sent a personal letter to the Canadian Pacific Railway's 75,000 employees outlining the company's stand in the dispute with the Brotherhood of Locomotive Firemen and Enginemen (CLC).

The union has called a strike for next Wednesday because of a company proposal to eliminate firemen-helpers from diesel engines used in freight and yard services.

Mr. Crump's letter read:

Dear fellow employee:

I am writing you this personal letter about the differences between the company and the Brotherhood of Locomotive Firemen which represents the 2,850 firemen on Canadian Pacific.

To hear both sides the government appointed a board of conciliation and the board now has made its report. The company has accepted this report under which all firemen will continue to be employed and continue to be fairly treated. A fair settlement is of direct importance to every Canadian Pacific employee as well as the firemen.

You should not overlook the following important points:

1. There can be no dispute about firemen's wages or working conditions. The conciliation board recommended wage increases totalling 12 per cent — the same as agreed on with other train service employees—and extra pay for six statutory holidays in yard service.

2. There can be no dispute about firemen in passenger service. Passenger trains will continue to have firemen. The company proposes to run diesels without firemen only in freight and yard service. This will be a gradual change.

3. There is no dispute about the jobs of any firemen who have worked three years or more. They will stay on as firemen until they become enginemen.

4. Nor can there be any dispute about firemen with less than three years service. They are to get othr jobs with Canadian Pacific and without loss of their seniority as firemen. If they desire to leave the service the company will pay them a cash allowance based on their length of service.

What then is the dispute about?

The dispute is about only one thing—whether Canadian Pacific will in the future be forced to hir new men as firemen when these jobs are no longer required because of changing conditions.

All firemen now employed are to be treated fairly. This is as I would wish it to be. I know that they are loyal employees because of my close association with them for many years.

Officers of the company with practical experience know that diesels can be operated safely and efficiently in freight and yard service without firemen. The conciliation board has agreed with this.

It is not the firemen's fault that they are not needed on fright and yard diesels. We all know that new and better machines have changed the work of many people in many industries. Union leaders themselves recognize that such necessary advances cause changes in the jobs and skills of employees. Canadian Pacific cannot be an exception if it is to stay in business. The only problem with the firemen is how to treat fairly a group who are affected by "automation" without sudden loss of jobs or wages. The conciliation board has agreed with this.

Never before has Canadian Pacific faced as much competition of as many kinds as it does today. I am sure we will be successful in meeting this competition if we make the best use of the diesel with every saving it offers. Any practice which adds to our costs lessens our ability to meet competition and threatens the security of the jobs of all of us.

I hope what I have been able to say in this letter makes clear the real issues in this dispute. If there is anything further that you would like to know about it, please write me.

Sincerely,
(Signed) N. R. Crump
President.

WILL SHOW CAUSE

OTTAWA (CP)—President Fred Whitehouse of the Civil Service Federation of Canada said Wednesday the federation next month will present to Prime Minister St. Laurent a strong case for a new general salary increase for federal civil servants. The federation represents about 65,000 federal employees across Canada. Federal civil servants last April were granted pay boosts ranging generally between eight and 10 per cent.

HISTORIC RIVER

The Ottawa River is 696 miles long and drains an area of 56,000 square miles.

HOME AGAIN

John Diefenbaker, newly elected leader of the Progressive Conservative party, greets his mother upon his return to Saskatoon from the Ottawa convention which named him party chieftain. Mrs. Diefenbaker lives in Saskatooon, while her son, whom she is loooking at with evident pride, is a lawyer Prince Albert

"A MESSAGE TO THE CANADIAN PUBLIC"

The following is a personal letter from Mr. N. R. Crump, President, to 75,000 employees of the Canadian Pacific Railway in all branches of the service across Canada and is reprinted for your information.

December 27, 1956

Dear Fellow Employee:—

I am writing you this personal letter about the differences between the Company and the Brotherhood of Locomotive Firemen which represent the 2,850 firemen on Canadian Pacific.

To hear both sides the Government appointed a Board of Conciliation and the Board has now made its Report. The Company has accepted this Report under which all firemen will continue to be employed and continue to be fairly treated. A fair settlement is of direct importance to every Canadian Pacific employee as well as the firemen.

You should not overlook the following important points:

There can be no dispute about firemen's wages or working conditions. The Conciliation Board recommended wage increases totalling 12 percent—the same as agreed on with other train service employees—and extra pay for six statutory holidays in yard service.

There can be no dispute about firemen in passenger service. Passenger trains will continue to have firemen. The Company proposes to run diesels without firemen only in freight and yard service. This will be a gradual change.

There was no dispute about the jobs of any firemen who have worked three years or more. They will stay on as firemen until they become enginemen.

Nor can there be any dispute about firemen with less than three years service. They are to get other jobs with Canadian Pacific and without loss of their seniority as firemen. If they desire to leave the service the Company will pay them a cash allowance based on their length of service.

What then is the dispute about?

The dispute is about only one thing—whether Canadian Pacific will in the future be forced to hire new men as firemen when these jobs are no longer required because of changing conditions.

All firemen now employed are to be treated fairly. This is as I would it to be. I know that they are loyal employees because of my close association with them for many years.

Officers of the Company with practical experience know that the diesels can be operated safely and efficiently in freight and yard service without firemen. The Conciliation Board has agreed with this.

It is not the firemen's fault that they are not needed on freight and yard diesels. We all know that new and better machines have changed the work of many people in many industries. Union leaders themselves recognize that such necessary advances cause changes in the jobs and skills of employees. Canadian Pacific cannot be an exception if it is to stay in business. The only problem with the firemen is how to treat fairly a group who are affected by "automation" without sudden loss of jobs or wages. The Conciliation Board Report accepted by the Company does this.

Never before has Canadian Pacific faced as much competition of as many kinds as it does today. I am sure we will be successful in meeting this competition if we make the best use of the diesel with every saving it offers. Any practice which adds to our costs lessens our ability to meet competition and threatens the security of the jobs of all of us.

I hope what I have been able to say in this letter makes clear the real issues in this dispute. If there is anything further that you would like to know about it, please write me.

Sincerely,

N. R. Crump
President

CANADIAN PACIFIC RAILWAY COMPANY