Farmers Not So Badly Off, Says Wheat Pool Head

Already Received $1 a Bushel on 1929 Crop, and Got Very Fair Price in 1928

Winnipeg.—Before members of the Kiwanis Club here, Colin H. Burnell, President of the Manitoba Wheat Pool, declared emphatically that when Provincial Governments gave a guarantee to the banks on behalf of the Pool, they did not risk a dollar of the people's money.

The Pool has resources of $30,000,000 in the wheat trade, and is prepared to back its commitments with this amount.

It is inconceivable that all this money can be lost on the year's transactions ,leaving the deficiency to be made good by the governments, he said. Natural and artificial conditions last year put the Pool in a difficult position, declared Mr. Burnell.

Importing countries, such as Germany, France, and Italy, had unusually heavy crops. And these countries levied a tax on foreign wheat of 77 cents, 53 cents and 73½ cents, respectively.

An unusually large crop gave European buyers power fo postpone their purchases. "During the exporting season of 1929,' said Mr. Burnell, "the price of Argentine wheat was at times 34 cents lower than that of No. 3 Northern, though in milling value it was only about three cents less.

A small group of exporters now control the Argentine market in much the same way, as he claimed, three companies controlled the Winnipeg market before the formation of the Pool.

This enables wheat to be thrown on the market at low price.

The Pool steadfastly pursued its policy of selling when it has customers, instead of forcing quantities on to the option market, said Mr. Burnell. "It is not the intention of the Pool to gamble with the farmers' wheat.

"The Pool has entered the option market only four times since its formation.

"Even if the worst comes to the worst, the farmer has had a very fair price for his 1928 crop, and for last year's crop, he has already received $1 a bushel," concluded Mr. Burnell.

Canada's Exports To France Gaining

French Taking More Interest in Dominion and Plan Holidays Here

Although Canada's export trade with France reached gratifying proportions during the past year, 1930, it is believed, will see a new record established, according to F. G. Dastous, president of the Canadian section of the British Chamber of Commerce at Paris, who is in Montreal visiting various industrial concerns.

Mr. Dastous, a native of Montreal, stated that never in her trade relations with France had Canada concluded so successful a year. In the 12 months commencing January 1, 1929, exports to France totalled $33,540,357, whereas in 1928 the figure was $24,666,958.

"The percentage of gain in the tonnage of exports to France in 1929, as compared with the previous year, is still greater," Mr. Dastous said.

"From 357,142 tons in 1928 we have reached 591,385 tons in 1929, an increase of 65 per cent. In the last decade the nearest approach to these figures was in 1927 when the tonnage was 398,333.

"Undoubtedly 1929 has been a record year and we are justified in thinking that 1930 exports to France will reach the billion mark in francs."

In reviewing these figures, Mr. Dastous said it was gratifying to note that the increase in Canadian exports is not only creditable to cereals, but also the number of other commodities.

"If exports to France have of late years been on the upgrade and with such encouraging prospects prevailing to-day, it is partly due to the favorable propaganda, not only from official quarters, but from the Canadian National and Canadian Pacific Railways and Canadian banks which are in Paris.

"Tourist traffic from France to Canada is increasing, and several hundred have already taken bookings to spend their holidays in Canada this summer.

'This activity at home is supported by leading Frenchmen who by means of articles in the press, lectures, have done much to spread the fame of the Dominion through France."

Government Railways

Capetown Argus: That the principal business of a Minister of Railways consists in refusing applications for increased pay is a lesson which Mr. C. W. Malan took a long time to learn. Even to-day the mantle of Mr. Jagger sits uneasiy on his shouders. But he really does appear to understand at last—though wild horses would not drag from him an admission in so many words—that the requests which pour in from all sides, pathetic, minatory, or pseudo-economic, have to be dealt with firmly unless he is prepared to see the whole railway system reduced to mankruptc..

Empire Crusade Is Being Renewed With Fresh Vigor

Beaverbrook Returns to Campaign for Imperial Free Trade

London.—After a more or less quiet period following former Premier Baldwin's pronouncement on the food tax and with respect to a referendum on this vital question, Lord Beaverbrook and his newspapers are resuming the Empire Crusade campaign with fresh vigor.

From the standpoint of the Dominions there is special interest in Lord Beaverbrook's definition of what the crusade slogan means when applied to the Anglo-Dominion phase.

Imperial Free Trade

In a public address Lord Beavergrook declared: "By Empire Free Trade I mean unrestricted free trade between Great Britain and the Crown Colonies and between the Dominions and the Crown Colonies with a tariff wall against the foreigner.

'Between the Dominions and Great Britain I propose a system of limited partnerships with the largest measure of free trade possible, but I do not suggest the abolition of tariffs imposed for revenue purposes nor do I propose that the Dominions remove those duties which protect their economic industries.

"The realization of our policy demands not only an entire freedom to impose taxes on foreign manufactured goods, but also on foreign foodstuffs, because without this we have no bargaining power with the Dominions, and no means of restoring prosperity to the various branches of agriculture in England; and the whole fabric of Empire Free Trade falls to the ground."

Lord Beaverbrook says that the referendum may be accepted as a great advance over anything previously obtained. And because in the general election preceeding the referendum the main battle will be fought on the issue as to whether the referendum is to be applied, he inferentially promises that propaganda will be maintained with redoubled energy.

To Placate Dominions

Lord Beaverbrook's explicit declaration against any attempt to remove protection of industries so far as the Dominions are concerned, should reduce some elements of suspicion overseas.

In sharp contrast to this declaration is Lord Salisbury's letter to The Times, wherein he bestows his blessing on Empire Free Trade as a wonderful ideal, but as too distant of accomplishment to save British industry, which, he holds, demands immediate rationalization and modernization. The weakness of Lord Salisbury's argument is that it will probably require as much time to achieve the latter as to obtain the former and if the British situation is so urgent, nothing can prevent both being attempted concurrently.

The Daily Express carries a feature which includes illuminating figures regarding the proportion of Empire and foreign products imported into Great Britain; and in conection therewith has pointed comment. It asks why this should not be changed to "all British." For instance Britain imports annually £30,000,000 worth of foreign wheat, whereas the Dominions and the British agriculturalist have a surplus sufficient to supply that amount.

London Still Leads

Auckland Weekly News: Although the bank rate in London is the same as it was a year ago, the prospects are vastly different. The maelstrom of speculation in the United States has been quelled, New York no longer offers high rates for the world's money, and London has regained its position as the financial centre of gravity. Instead of stringency and apprehension, there are now ease and tranquility, with substantial reasons for expecting a period of stability.

"Vulgarity, not rusticity, is the opposite of good manners."—Dean Inge.

"Just as the war increased the wealth of the United States, so it multiplied their weaknesses."—Andre Tardieu.

The Most Popular Babe in the Empire

THE LITTLE PRINCESS WHO MADE THE GUARDSMAN DIZZY

Marcus Adams, the great English photographer of children, sent this lovely study of Princess Elizabeth to Mr. Charles Ashley, president of the Ontario Photographers' Association, in response to a trans-Atlantic telephone conversation in which Mr. Ashley asked for the loan of some portraits of royal children to arouse interest in the contests being run by the Photographers Association of America to discover the most attractive child in America and in Ontario, respectively. The little princess recently discovered, in Buckingham Palace yard, that every time she passed the guardsman on sentry-go, he presented arms to her. And before the nursemaid discovered the situation, the little princess, by trotting back and forwards in front of the sentry, had run the poor fellow nearly ragged.

This Age of False Values

"The £12,000 paid to the victor of the Scott-Sharkey fight for a comparatively brief appearance in the prize ring serves to illustrate the utterly false values which the modern world places on its workers,' says the Sunday News, London.

"A man who by natural gift and industrious training can be made paramount in the bruising game can amass a fortune in a few years. The man who as Prime Minister has to shoulder the cares of an Empire, or as Lord Privy Seal has to find some solution of one of the most ghastly problems which confront the human mind, must be content with a mere five thousand a year, out of which he must pay large sums to maintain the dignity of his office.

Sharkey received about £1,300 a minute. Mr. J. H. Thomas's salary works out at 2½d. a minute.

"Most boxers leave the ring the richer. Most statesmen leave office the poorer. That is the stark fact.

"Not that one would try to value the brains of those who strive to bring peace, order and good government by the pound sterling. That would be fatal, and it would also be futile because statecraft is only one of the few directions in which this glaring inequality of false values is apparent.

"One does not need to be a Bolshevik, or even a Socialist to realize that there is something wrong with the social economy of the nation that pays £30,000 a year to the comedian who makes it laugh and the same sum to the entire staff of a coal mine who daily flirt with death to keep the home fires burning.

"Is the film star of Hollywood as valuable to the community as those employed on a score of big farms who keep a town fed by their united efforts? Yet the reward is the same.

"It was Disraeli who said, 'Britain can never begin again.' Probably not, but if she and other nations ever do this question of false values will be the big problem.

"There are not likely to be £30,000 a year miners or £5,000 a year farm laborers in the new Dream State any more than there are likely to be £3 a week boxers or film stars, but there might be that sense of proportion which would save the future community from some of the odium and ridicule which our present social system invites by its fatuous lack of that most priceless of gifts—perspective."

Lost Opportunities

Singapore Free Press: (A Dutch airmail has been opened between Singapore and the Dutch East Indies). Our Dutch neighgors have now begun the establishment of one of those feeder lines which are the inevitable and necessary adjuncts of the great imperial line from London to Sydney. That feeder line should have been established by British enterprise and it is a matter for genuine regret that the opportunity has been lost. As it is the Dutch Company is already talking of extending the line to Rangoon, and that line also is one which legitimately is within our sphere if only our merchants and our Government had the courage and foresight to undertake it. . . . Thus we shall have the melancholy spectacle of th Imperial liners arriving at the greatest British junction in the Far East and finding that all the feeder lines to and from that junction are in the hands of foreign companies.

Autoists Declare Chains Not Needed

Royal Auto Club Told of Experiments on Streets in Winter

In order to ascertain the value of chains in winter driving, the Royal Automobile Club of Canada asked their members to give opinions and many took advantage of the request to relate their experiences. In general the letters received showed that motorists did not see the necessity for chains and found that safe driving was quite possible without their use.

Excerpts from three typical letters follow:

"During this winter I have driven without chains. It is the first time in 15 years I have done so, and except for a few occasions when negotiating hills I have had no more trouble than with chains. I approached corners with care, and never followed another car too closely, if the road was icy I reduced my speed, I used my brakes against my motor to slacken speed and if I had a tendency to skid I declutched and did not apply the brakes. I carry a pair of chains in case I get caught in deep snow or have to pull myself over a very icy place. Driving without chains is a matter for the individual driver."

In Rare Cases

"I do not think chains necessary except in rare cases as a help in driving through deep snow or mud. I do not think that the use of chains promotes safety for I believe they give in many cases a false sense of security. I have only used chains a few times during seven or eight years of driving and I have come to the conclusion that as long as one drives carefully taking into consideration the condition of the streets, it is not necessary to use chains."

Tread Gives Traction

"For five winters I have experimented with and without chains because I live on the Upper Level, in Montreal, and am obliged to descend or ascend fairly steep inclines. If the tires are not worn smooth I believe that the tread offers better traction than chains."

Brake Theory Changes

Unbeknown to many motor car buyers, there has been a tendency recently to divide the braking force between front and rear wheels in such a way that the former take the greater portion of it, in some instances the percentage being 60-40. The reason given for the change should be clear to most car owners. It is that in deceleration more of the weight of the car is thrown in the front wheels with the result that they can take more braking force without skidding.

"Four quarts used to make one gallant—now they make a dozen rough."

The Better World

Cairo Sphinx: The theory that since the War there has been a sudden moral uplife and faith in better things is difficult to reconcile, with growing patronage of night clubs and the falling off of church congregations, to say nothing of the pauperism of those who run hospitals and the affluence of those who run places of pleasure.

"But, my dear, whatever do you want with another new coat?" A new hat, darling."

Explorer to Seek Trace of Fawcett

Capt. A. H. Morris to Head Party Into Jungles of Brazil

London—The phantom trail of Col. P. H. Fawcett, noted British explorer, will be taken up in April by Capt. A. H. Morris, who said on the eve of his departure for Brazil's jungles, he hopes to prove conclusively whether Fawcett is alive or dead.

"I shall sail for Rio de Janeiro shortly and there enlist a handful of natives who risked their lives with me before," Capt. Morris said. "I intend then to make for Paraguay. My last message to civilization will be from Black Horse Camp.

"From there I expect to pick up traces of Fawcett. The stories of his fate seem unsatisfactory. I have travelled so much in Brazil, the natives know me. We will, I hope, glean something from them."

Col. Fawcett, experienced in South American jungle exploration after 18 years spent in expeditions there, disappeared in the summer of 1925 in the strange fastnesses of the Kuluene River region of Brazil. He was accompanied by his son, Jack, a youth of 21 at the time, and another young Englishman named Raleigh Rimell. Fawcett was seeking to prove South America the "cradle of civilization."

Fascinating Trail

Capt. Morris, who is one of several who have sought to find the end of Fawcett's elusive, fascinating trail, referred to the reports the explorer had been killed by hostile tribes.

"Col. Fawcett may have been killed," he said. "In that case we expect to find some traces of him—at least his bones. He more probably was overtaken by fever and deserted by his followers.

"There is a possibility of his being alive and searching for the lost Continent of Atlantis.

"Also, it is possible he underwent hardships so terrible that his reason was temporarily affected. I believe he may still be lost in the wilds of the interior."

Captain Morris said he had received a letter from a spiritualist claiming to have had a "spirit message" from Fawcett saying he had died of fever.

Morris anticipates he will be gone at least six months after he leaves Black Horse camp on the way to the interior near the border of Paraguay.

Quebec to Widen Electricity's Use

Quebec—A plan to promote the greater use of electricity in rural Quebec is embodied in a bill introduced into the Legislature by the provincial Premier, L. A. Laschereau.

The chief difficulty in the way of farmers obtaining electrical energy has been the cost of establishing transmission lines. The Government and the hydro power companies have been working out a scheme to widen the circl eof those far in the country able to enjoy benefits accruing from the numerous water powers of the province.

The Government bill provides that municipalities may without a referendum borrow 50 per cent. of the money required to extend transmission lines into new territory. As business develops the power companies will absorb the cost of these lines.

The electrical companies have been sending demonstration cars through the rural areas to show how electrical aids make life easier for the farmer and the housewife. They have found the farmers so interested that they propose to carry on a 10 years' campaign to extend the use of electricity in rural parts.

HONOR

In the estimate of honor, we should learn to value the gifts of nature above that of fortune; to esteem in our ancestors the qualities of society; and to pronounce the descendant of a king less truly noble than the offspring of a man of genius, whose writings will instruct or delight the latest posterity.—Gibbon.

MIRTH

Man without mirth is like a waggon without springs, in which one is caused disagreeably to jolt by every jezzylumb over which it runs.—Henry Ward Beecher.

H.M. destroyed Warwick creates effective smoke screen during combined British fleet manoeuvres in Mediterranean, recently.