

***Sow For Success*****CANADA'S BEST  
VARIETIES**

Every Westerner should use these Varieties because they are the Earliest and Hardest on earth, coupled with Productiveness and Fine Quality

**GET OUR CATALOGUE**

And draw satisfaction from this well of successful strains.

We name a few of them:

Wheat, Marquis.  
" Red Fife, registered.  
Oats, Victory, new white.  
" Am. Banner, registered.  
" Orloff (very early).  
Barley, Silver King, 6 rowed.  
Flax, New Premost.  
Corn, "Free Press."  
" Northwestern Dent.

Corn, Gehu.  
Alfalfa, Turkestan.  
Brome Grass.  
Western Rye Grass.  
Beans, New Honey Pod Wax.  
Cabbage, New Early Copenhagen.  
" Glory of Enkhizen.  
" Kildonan.  
Carrot, New Amsterdam.

Cauliflower, S.B.'s Earliest Cauliflower.  
Corn, Malakoff, from Russia.  
" Sioux Squaw.  
Onion, S.B.'s Exhibition.  
" Large Extra Early Red.  
Peas, Garden, Western Beauty.  
" New Sensation.  
" New Reliance.

Our Canadian Stocks are practically all grown in North Central Saskatchewan and Northwestern Manitoba on Clean New Land or Summer Fallow

WE ALSO PUBLISH

**15 Booklets on Cultivation**

Compiled by Expert Western Authorities

**Telling "SECRETS OF SUCCESS"**  
In Western Garden and Field

These are for our Customers, as Explained in our Catalogue

**STEELE BRIGGS SEED COMPANY LIMITED**  
WINNIPEG CANADA**OUR ABILITY****OUR BRAINS****YOUR ASSISTANCE****A Practically Riskless Opportunity to**

**W**E have the natural way to secure adjustment of Loss, Damage, Delayed Claims against the transportation companies. Analyze carefully the record of Claims Bureau; it tells what we have done. This done, it is all the more

**Secure Adjustment of Freight Claims**

reason why you should strive to secure the services of a bureau operated by experts. It pays to get practical experience in such matters.

WRITE FOR PARTICULARS

**Canadian Freight Claims Bureau, 715 Somerset Block, Winnipeg, Man.**

**Advocates Reciprocal  
Demurrage**

The car shortage at Oakburn is causing a great amount of dissatisfaction and trouble to both farmers and merchants, and if no change comes in the immediate future much suffering will ensue. About sixty per cent. of the grain is threshed since snow fell, and must be shipped either to the drier or for immediate consumption, or more serious consequences will follow, as grain which has cost the producer his year's labor and high wages and expenses will be about worthless when warmer weather comes. What to do in order to secure cars, we know not, but it does seem scandalous and disgraceful that the corporations which prove so inadequate to perform this service for us should use all their power and influ-

ence to prevent any other competing power from coming in to help us. We are paying a tremendous price now, and likely to continue doing so, for the national folly and the dictation of the selfish Ontario interests on the 21st of September. It seems as if Nature sent the punishment very rapidly by sending such a long drawn out and expensive harvest which we must pay for, and now the dire uncertainty (and apparent impossibility) of our boasted and immense railroad systems being able to move the crop so that we may realize somewhere near world's value for it. Fully half of the farmers have not yet been able to sell a bushel of their grain, and though trains pass every day, no cars are available for the shipper at this point. People who come here to settle, return to the United States simply on account of the incompetence of the railroads to move our crop. As they say, "What is the use of buying land when you cannot sell the crop from

which you must pay for it?" Those who have lived here for thirty years find it a poor recompense now to drive, perhaps, thirty or forty times to look if their car has arrived or else miss it and go to the foot of the list after waiting from four to seven weeks for a chance of a car. There can be no doubt as to discrimination in the distribution when we hear of points where the railroads come into competition, having no shortage at any time. I am told that cars are allotted in proportion to the amount marketed daily at any given point. How can this be fair, when many points will receive no grain at all, simply because there is nowhere to place it, elevators being full and no cars to load? I see no present remedy unless we can prove this discrimination, when the warehouse commissioner could help us out. But it is far easier to see this is so than to prove it to the satisfaction of the commissioner so as to get him to act. For future remedy, I strong-

ly advocate a measure of reciprocal demurrage, if it can possibly be brought about. It is certainly only fair, and should be feasible, in a democratic country where the people are supposed to rule. I intend to introduce to the convention at Brandon such a proposal, a copy of which I am now sending to the secretary, Mr. McKenzie, and hope all sub-associations will instruct their delegates to support it if anything can be accomplished along that line, and prevent such blockades being possible in the future. Present indications are that only when we have a very light crop can the present railroads handle it, and with the constantly increasing acreage and the dormant Hudson Bay road, something strenuous will soon be needed or many weak ones among our great producing class will be down and out.

Yours, etc.,

FRANK SIMPSON.

Shoal Lake P.O.

Shipping point,  
Oakburn, C.N.R.