

as an alternative would suggest that instructions be given our executive committee to approach the government and offer to undertake the securing and distributing of this seed grain.

For this purpose your committee would suggest that a preliminary grant of not less than fifty thousand dollars should be made at once to the association, bonds if necessary being given to the government to secure this sum until such time as certified accounts were presented in settlement of same, that the association undertake to secure these small lots of grain from the farmers, paying cash therefor out of the grant, and securing a voucher in every instance, and that the grain be then sold to those who require same, taking the security which would be considered necessary to secure payment of the account and making the price as near the same as that the grain was purchased at, after adding the actual expense of distribution and all other expenses of administration. Then, at the end of the season statements could be made up showing where the grain was secured, the price paid, where delivered, the price secured, the costs of administration and all other information necessary for a settlement of the account.

If a plan such as this could be worked out and would be acceptable to the government, your committee believe the result would be that better grain would be distributed to the farmers securing same, that the cost of the grain and the administration would be considerably lessened and that better satisfaction would be given than is possible under the present plan.

All of which is respectfully submitted.

News from Ottawa

Continued from Page 4

The consequence of all this is that a great deal of the land in that Western country will lie fallow this year. The Hudson Bay railway will afford great relief no doubt, but no matter how rapidly it is built it will be three or four years before it is available. The magnates of Toronto and Montreal, whose unholy profits were in danger, prevented us from getting reciprocity which would give us a market in the United States, but it matters not to them how much of our crop goes bad so long as they have the handling of it and the consequent rake off."

Hon. Frank Oliver, Dr. Schaffner, of Souris, and James McKay, of Prince Albert, who took part in the debate, confined their remarks more particularly to the Hudson Bay road as a business proposition.

The Cement Merger

During the discussion of the estimates for the labor department this afternoon some rather pointed references were made to the cement merger. When the item of ten thousand dollars for the administration of the anti-combines act was under consideration, Hon. T. W. Crothers was asked if any representations had been made to him in regard to this merger. The minister said that his recollection was that he had seen a copy of a resolution sent out by the Winnipeg Board of Trade complaining of an alleged merger in cement.

The brevity of the ministerial statement excited the ire of Mr. Knowles, of Moose Jaw, who said it was evident that the minister had not even taken the trouble to familiarize himself with the communications which had reached his office in regard to the matter. He thought that the minister would do well to inform himself as to the cement merger at an early date because it was going to be a live issue. He said that last spring when the Canada Cement company came before Parliament and asked for a private bill giving them the power to make important changes in their stock issue there was such an outburst of public opinion that the bill had not been proceeded with. W. F. McLean, Hon. Robert Rogers, Dr. Michael Clarke and others who took part in the discussion all agreed that the question of combines would have to be given immediate and serious consideration. Mr. Rogers assured the House that the matter was receiving the serious consideration of the government. Dr. Clarke thought that the best way to control combines is through the tariff. He said it would be better for the government to go slowly than to rush at the matter and make a mistake.

Much Work to do

The heavy legislation of the session has not yet made its appearance, but some of it may be expected shortly. In the meantime good progress has been made with the estimates and some government bills of secondary importance, including the act to amend the Inquiries Act. The decision of the government to oppose Hon. Geo. P. Graham in South Renfrew is likely to lengthen the session. The fight will be a spectacular affair and being so close at hand is likely to divide the attention of the ministers and the members. There will also be the temptation for the opposition to create any campaign material possible in the hope of influencing the electors. At all events the ex-minister of railways is almost certain to get a lot of free advertising during the course of the next few weeks.

The Iron Bounties

Although the minister of finance, Hon. W. T. White, absolutely declines to either confirm or deny it, the friends of the steel interests here make the definite assertion that, pending the completion of an inquiry into the industry by the tariff board, the government will agree to a partial renewal of the bounties on steel in the form of a bounty of ninety cents on each ton of pig iron produced in Canada. So confident are the financial men that this will be done that they assert that there is no doubt about it. There is not likely to be any definite announcement from the government until Mr. White delivers his budget speech, and if that deliverance does contain the statement expected by the friends of the steel industry, the budget debate is likely to be a more protracted affair than is usually the case. The proposal is certain to meet with the strenuous opposition of the members of the opposition, more particularly from those of the West who were opposed to the renewal of the bounties when the matter was under consideration by the late government. Had Mr. Fielding decided to extend the bounties, as he was urged to do by powerful interests, these members would in all probability have been clubbed into silence and the Opposition would have come from the Conservatives. But now the situation is reversed and it will be the supporters of the present government who will be made uncomfortable. Such is the game of politics. There are after all many compensations for having to sit to the left of the speaker, as many who have changed over have discovered. In connection with this bounty matter the story is told that the late government was divided as to the advisability of a renewal. Mr. Fielding, as a Nova Scotia man, was disposed to risk it, but Hon. Wm. Paterson made a strenuous fight against renewal and won the day. One or two of the opposition members from Nova Scotia will doubtless welcome a renewal of the bounties for which they fought when they were in power, but, generally speaking, strong exception is certain to be taken to it. In view of the certainty of the steel interests that they are going to get practically what they asked for it might be advisable for the farmers of the West to register a protest between now and budget day. There might yet be a chance of spiking the guns of the powerful interests which are back of these demands to further bonus an industry which has since 1884 extracted approximately sixteen million dollars from the public treasury.

THE CAR SHORTAGE

The following letters have been received with regard to the information as to car shortage conditions contained in the last two issues of The Guide. This information was presented as supplied to us by our readers, and if in any case this should be inaccurate we are glad to publish corrections.

Editor, Guide:—In your last issue, January 10, of The Guide I notice you let us down easy on the car business. You have it 100 names on order book but there are 247 names on book and only 94 have been supplied. Elevators have been blocked for 6 weeks, cold weather still continues and no coal in town although a car has been on road for 6 weeks and conditions are serious. The C.P.R. are evidently doing little or nothing to help matters any, although they have a full knowledge of the serious state of affairs.

Yours truly,

J. M. BLACK.

Strathclair, Man.

Editor, Guide:—In your article on the

GRAIN GROWERS

ARE YOU SATISFIED?

ARE YOU CONVINCED?

The reliability of the Commission Merchant who handles your grain is of utmost importance to you. There have been several changes in the personnel of the grain trade during the past year. Some have come and gone, but we are still at your service with a clear record of twenty-nine years in Western Canada.

INVESTIGATE and send your grain and option orders to the Pioneer Grain Commission Merchant.

Box 1746

S. SPINK

Winnipeg

References: Union Bank of Canada, Royal Bank of Canada.

MacLennan Bros. Limited, Winnipeg

Wheat, Oats

Car Lots

Option Trading

Flax, Barley

NET BIDS wired on request.

CONSIGNMENTS sold to the highest bidder

Agents wanted at all points where we are not represented. Write us at once for terms

EXCEPTIONAL OPPORTUNITY

Eight Imported Registered Percheron Stallions

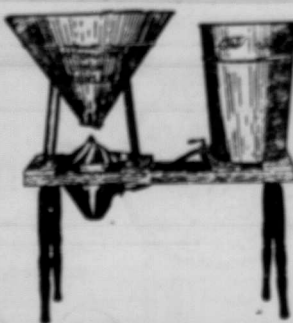
LANDED APRIL, 1911. ACCLIMATIZED AND OVER DISTEMPER

Blacks and Greys, 4 and 5 years old. Selected by owner in France as the highest class obtainable, including winners of numerous Championships and First Prizes.

Owing to owner having to return home, they are offered for immediate sale at a big sacrifice for cash, or on terms to responsible buyers.

EDWIN CHRISTIE, 415 3rd Avenue North, SASKATOON.

A Perfect Pickler at Last!



Hundreds of users have expressed themselves as above, and have every reason to do so. This is the only self-operating Pickler on the market and it is guaranteed to thoroughly pickle any and every kind of grain. The capacity can be regulated as desired up to 135 bushels per hour. The weight of the grain falling on the little turbine which is situated in the lower hopper causes the turbine to revolve rapidly, while the liquid passes from the tank up through the pipe into the interior of the turbine where it is forced out through small openings around the lower outer edge of the turbine, thoroughly spraying the grain. In fact every kernel is thoroughly wet all over its entire surface. Once you see this Pickler in actual operation you will never use any other whether you have a Pickler of another make on hand or not. With this Pickler one man can pickle enough in a few moments in the evening to keep himself sowing all the next day, and what is more can pickle every kernel thoroughly.

Call on your local dealer and ask him to show you this machine in actual operation. If he does not handle it, cut

out and mail the attached coupon, upon receipt of which we shall mail you an illustrated circular and full information as to price, etc.

DO IT TODAY.

THE Dominion Specialty Works

820 Union Bank, Winnipeg

CUT OUT AND MAIL TODAY

The Dominion Specialty Works
Winnipeg, Man.

Kindly send me full particulars about your Automatic Seed Grain Pickler.

Name _____

P.O. _____ Prov. _____

Dealer's Name _____

grain blockade in your issue of the 10th inst., you make reference to McNutt, on the C.N.R., and that cars lie there from 6 to 30 days after loading.

We think it is only fair to the agent there to contradict that statement, for, although we have been loading off and on since the middle of November, and loaded on an average a car every two weeks, we can't recollect of any car lying there any longer than one week.

Such reports are apt to do harm to the farmers around McNutt, as the agent has been all along a good friend to the farmers. We have been getting more than our share of cars on this branch apparently.

Yours truly,
D. & J. MCINTYRE.

WILL INVESTIGATE PHONE SITUATION

A commission consisting of Judge Corbett Locke, of Morden, Alderman George R. Crowe, of Winnipeg, and R. L. Barry, general superintendent of the Tri-State

Telephone and Telegraph Co., of Minneapolis, has been appointed by the provincial government to inquire in the telephone situation in this province.

YUKON RAILWAY RATES

Ottawa, Jan. 22.—The hearing of the complaint of the Dawson City board of trade against the rates charged by the White Pass and Yukon railway was resumed before the board of railway commissioners this morning. Manager Dickenson, of the railway company, was examined and denied that during the past year the Yukon Gold company had received the benefits of any special rates. The matter was not decided, being postponed until the evidence of a commission now getting evidence in California, can be submitted. The case will be finally disposed of on March 1.

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