

Important Announcement

Owing to the increased postal rates between Canada and the United States we regret to announce that we have been obliged to adjust our prices to meet the extra expenditure. We made this offer in good faith and it is the Canadian postal tariff that compels us to make the change.

Our clubbing rates now read as follows:—

COMBINATION NO. 1
THE GRAIN GROWERS' GUIDE
 Family Herald and Weekly Star
 Regular price for the two \$2.00
 Our Special price for 12 months \$1.50

COMBINATION NO. 3
THE GRAIN GROWERS' GUIDE
 The Woman's Home Companion
 Regular price for the two \$3.00
 Our special price for 12 months \$2.25

COMBINATION NO. 2
THE GRAIN GROWERS' GUIDE
 The American Magazine
 Regular price for the two \$3.00
 Our special price for 12 months \$2.25

COMBINATION NO. 4
THE GRAIN GROWERS' GUIDE
 The American Magazine
 The Woman's Home Companion
 Regular price for the three \$5.00
 Our special price for 12 months \$3.75

Please note the changes and do not send in further orders at the old rates. Full particulars respecting this great and unusual offer appears on page 31 of this issue. When remitting renewals, detach coupon, mark X against the combination you desire and forward same to this office along with your postal note. Do not neglect to give your full name and Post Office address.

THE GRAIN GROWERS' GUIDE.

Our Ottawa Letter

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rather than the consumer is most likely to benefit as the result of the labors of the commission. Not so much has been heard lately of the proposal to move an amendment calling for an increase in the British preference and it may be that the Opposition finds that such a move would reveal divisions in the ranks of the party on this question. J. G. Turiff hinted as much, when he said during the course of a speech delivered just before the House rose, that manufacturers both Conservative and Liberal who talked of loyalty would unite in opposing any increase in the preference to the Old Country.

Hudson Bay Holdup

At the time of writing no order had been issued by the minister of railways for the resumption of the work on the Pas Mission—Split Lake division of the Hudson Bay railway, which was stopped by Hon. Frank Cochrane shortly after he took charge of the department. When the matter was discussed in the House last week the minister rather intimated that the government was considering the advisability of making a change in the route. It is now asserted, although unofficially, that the starting point of the road will be at Prince Albert instead of the Pas Mission. Still another story is that Saskatoon will be the place from which the main line will run and that it will pass through the town of Melfort. All these reports, of course, suggest the possibility of considerable delay, but, on the other hand it is pointed out that if the existing survey from the Pas to Split Lake is adhered to and work commences next summer the remaining section to the Bay and the prairie end, either to Prince Albert or Saskatchewan, could be built at the same time. The chief complaint as to delay made in the House by opposition members was that it will be necessary, in order to make headway with construction next summer, to take in supplies while the ground is frozen. It is stated that if the actual construction work is not proceeded with arrangements will be made for the taking in of the necessary supplies. As the new government will be held responsible for the construction of the railway there is no doubt a good deal in the contention put forward by the prime minister that being responsible the ministers would be foolish not to satisfy themselves on every point before going ahead with the construction of the road. All things considered Mr. Borden's announcement when in the West, that if he came into power the road would probably be built in four years is going to be a pretty hard one to live up to. But it is still too early to definitely assert that the thing cannot be done.

Honest Politics

Not a little interest is taken in the capital in the situation in the constituency

of South Renfrew arising out of the resignation of Thos. Low, who was elected on September 21, by a majority of 619, to make a place for Hon. Geo. P. Graham, for whom a vacant seat to the left of Sir Wilfrid Laurier in the commons was left vacant. The executives of both parties admit that there is in existence a documentary agreement to the effect that if T. W. McGarry, Conservative M.L.A. was returned by acclamation on nomination day for the Provincial House Mr. Graham would not be opposed. At the Federal contest the Conservative candidate was Dr. Maloney who says that he was not consulted when the agreement was made and that he proposes to enter the lists against the ex-minister of railways. T. W. McGarry who was saved the trouble of a contest as a result of the agreement says that he proposes to stand by it and so do the members of the executive. There are many in the rank and file of the party, however, who think that Mr. Graham should be opposed, despite the action of the executive, while amongst the Liberals it is stated that there are some who are not friendly to the idea of the county being handed over to an outsider. It is undoubtedly one of the most peculiar political situations which has arisen for some time in Canada. Hon. Dr. Reid and Hon. Frank Cochrane, the two ministers who represent Eastern Ontario are keep for a fight with Dr. Maloney as the candidate. The ultimate decision will no doubt rest with Mr. Borden, and should it be decided to ignore the compact South Renfrew will see a battle royal. Mr. Graham, who is a good campaigner will be assisted by Sir Wilfrid Laurier, while Dr. Maloney will have lots of ministerial support. Bye elections usually go in favor of governments, particularly new governments, but a six hundred majority in a constituency with Liberal tendencies should about equalize the chances and the result will be in doubt till the last vote is polled.

WILL INVESTIGATE TELEGRAPH RATES

Ottawa, Dec. 19.—An investigation into the rates charged by the telegraph companies of Canada which was instigated originally at the instance of the Winnipeg board of trade has been set for hearing on January 6 by the railway commission.

Isaac Pitblado, K.C., of Winnipeg, has charge of the inquiry.

HAULTAIN NOT APPOINTED

The report that Hon. F. W. G. Haultain, leader of the Opposition in the Saskatchewan legislature, is to be appointed Chief Justice of Saskatchewan is not officially confirmed. It is not denied that the government intends to make the appointment, but Mr. Haultain points out that in view of the fact that Chief Justice Wetmore has not yet announced his intention to resign, it is improper to discuss the appointment of his successor.

IMPORTANT

The Guide is endeavoring to secure all possible information regarding the car shortage and general conditions throughout the West. For this purpose we want every reader to help us by filling out the answers to the following questions. It will not be published with the name attached so that no one need fear giving private information. The value of the information depends upon the number who help us. The Guide will bring the facts secured before the Dominion government in order that relief may be secured. The results of this investigation will be published in The Guide as soon as possible and will be of great value in aiding the farmers to a solution of the problems which confront them. Please fill out the answers promptly, clip out this portion of the page and mail it at once to The Grain Growers' Guide, Winnipeg. If you care to write a letter also with more information to be used in the same connection it will be gladly received.

Name

Post Office Province

Shipping point Date

How many acres of land do you own?

On which railway is your shipping point?

What was your total grain crop this year?

Wheat	Barley	Flax	Oats
Acres	Acres	Acres	Acres
Bus. per acre	Bus. per acre	Bus. per acre	Bus. per acre

Did you finish threshing before the snow came?

How many bushels of your grain is still unthreshed?

Wheat	Oats	Barley	Flax
Stook?	Lying on the ground?		

How much is in stack?

What percentage of the crop in your district do you estimate is still unthreshed?

Are threshing machines still running?

What percentage of the grain in your district do you think will not be threshed before spring?

How far do you have to haul your grain to the nearest shipping point?

How many elevators at your point?

What are they?

Are the elevators full?

How long have they been full?

How many names are there on the car order book waiting for cars?

Has the car shortage been serious?

How long do cars remain on the track after being loaded?

Is there any shortage of farm help?

What wages are being paid?

What has been the prevailing price at your local elevators on the following grades of wheat?

1 Nor.	2 Nor.	3 Nor.	No. 4	No. 5	No. 6	Feed
Oats	Barley	Flax				

What is being paid today for the following wheat?

1 Nor.	2 Nor.	3 Nor.	No. 4	No. 5	No. 6	Feed
Flax	Oats	Barley				

Have you been getting a square deal from the elevators?

What is the rate on wheat to Fort William?

Are you near the Great Northern?

Are farmers able to borrow money from the local bank?

What rate of interest is charged?

What rate of interest are the loan companies charging on mortgages?

Is there any suffering in your district on account of crop failure or car shortage?

State particulars

Have you shipped any grain to Minneapolis or sold any across the line?

State particulars

General remarks