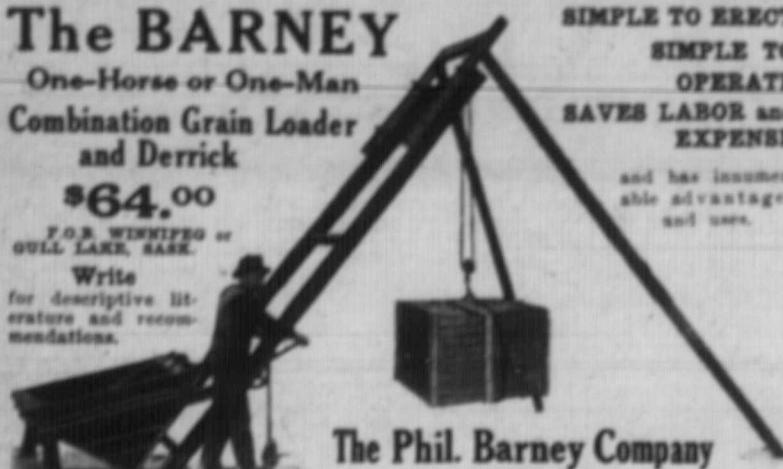


The BARNEY

One-Horse or One-Man
Combination Grain Loader
and Derrick

\$64.00F.O.B. WINNIPEG or
GULL LAKE, SASK.Write
for descriptive lit-
erature and recom-
mendations.

The Phil. Barney Company
LIMITED
Box 266 Winnipeg, Man.

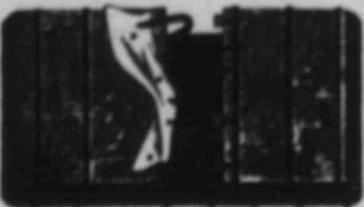
SIMPLY TO ERECT
SIMPLY TO
OPERATE
SAVES LABOR and
EXPENSE

and has innumer-
able advantages
and uses.

MOWER AND BINDER REPAIRS

ALL MAKES

Binder Canvases, each	\$7.50
Mower Sections (25)	1.75
Binder Sections (25)	1.75
Mower Knives, each	2.75
Binder Knives, each	2.25
Mower and Binder Guards	.25
Guard Plates (25)	1.50



The John F. McGee Co.
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If you want the highest price for your Cream ship it to us. We guarantee satisfaction
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WE PAY ALL EXPRESS CHARGES
THE TUNGELAND CREAMERY CO. BRANDON, MAN.

IMPERIAL CONCORD ROAD BUGGY

Send for a Sample of
Eaton's Upholstering



85.00
with
Shafts

Strongly Built for
Long Service

85.00
With Shafts

ORDER FROM WINNIPEG

Order
from
Winnipeg

A buggy is still recognized as an important necessity to the western farmer. For heavy roads, business or pleasure driving, economical travelling, a buggy stands supreme. The initial expense is small, the upkeep is down to a minimum, and your driver can be used for many farm work purposes when not driving. Make your selection an EATON Imperial.

You will get a buggy that cannot be easily bettered in either high-grade material, superb finish or workmanship.

DESCRIPTION OF IMPERIAL ROAD BUGGY ILLUSTRATED ABOVE

Two-wheel gear, 15-16-inch axles, sensible collar type style, slight arch, springs are 11-inch, 8-plate, oil tempered and resilient. Hardwood axle beds, hickory reaches and head block. Wheels are high-grade hickory, front 37 inches high and rear 41 inches; 11-inch steel tires, double screwed rims, Warren patent hubs with full solid flanges. Nickel hub caps. Body—Corning style, 24x52 inches, hardwood frame, with boot on back of body, fancy leather dash with rail. Seat—High and wide, built on hardwood frame. Back and cushions comfortably and well sprung. Trimmings—Nickel and black. Rubber mat, knee dash waterproof apron, quick-shift attachments, wrench and complete set of axle washers. Shafts—High-grade hickory, leather-trimmed. Painting—Glossy black, with gear neatly striped.

PRICES—ORDER FROM WINNIPEG
TAKES 1½ TIMES FIRST-CLASS FREIGHT RATE

927D800.—Imperial Concord Road Buggy, as described and illustrated, complete with shafts. Shipping weight about 475 lbs. Price

927D802.—Imperial Concord Road Buggy, as above, but with adjustable buggy or cutter pole, and with shafts. Weight about 500 lbs. Price

96.50

927D801.—Imperial Concord Road Buggy, as described, but with adjustable buggy or cutter pole instead of shafts. Shipping weight about 475 lbs. Price

89.25

T. EATON CO.
WINNIPEG — CANADA

C.M.A. Annual Convention in Montreal

(By The Guide's Special Correspondent)

MONTREAL, June 12.—The manufacturers of the Dominion stated their side of the tariff case at the annual convention which was opened here this morning. The addresses were not delivered as strict campaign literature, but as a reply to those who are said to have been criticizing them during the past months. President S. R. Parsons declared in his speech that he, as representative of the manufacturers, had been challenged to come out into the open, and his speech was the result. In short, his presidential speech was largely a reply to The Grain Growers' Guide, and a declaration that the National Policy is essential for the well-being of the whole Canadian community. While admittedly frank and outspoken, the tone of the president's and other speeches were conciliatory. The manufacturers voicelessly cheered the suggestion that a conference of representatives of the farming and manufacturing interests be held in Winnipeg, presumably this fall, in the hope that they might reach a common understanding on this tariff, and indeed, other questions.

President Parsons made a further suggestion which by the applause that greeted it appeared to meet with the approval of the convention. He suggested that a tariff and trade board of experts, similar to the Dominion Railway Commission, or Grain Commission, be appointed by the Government to consider all phases of the tariff question. This board, he said, should report to the Government from time to time their findings, and if after a full and complete survey of the situation, it clearly established that the tariff is inimical to the best interests of the country at

large; say more than that, if it is not actually essential from a national standpoint, then, I say, "Away with the tariff!"

C.M.A. for Protection

But the Canadian Manufacturers' Association is definitely committed to what is termed industrial protection, it is pronounced essential. In this connection Mr. Parsons summed up the situation so far as the C.M.A. policy is considered by saying, "Speaking broadly, Canada must choose between the tariff with the manufacturers on the one hand or free trade without the manufacturers on the other; the issue cannot be dodged and should not be clouded." In this then, it appears that there will be a distinct cleavage between East and West which must be eliminated. This was amply demonstrated when Mr. Roderick McKenzie, secretary of the National Council of Agriculture, appeared on the platform with Mr. Parsons. There was refreshing candor in his remarks, which were unequivocal and to the point. He did not mince matters, and the audience which packed the hall to capacity accepted his challenge in excellent spirit, and while no doubt disagreeing with him, applauded him. He told the manufacturers that the West is from "Missouri," "Canada cannot get along without manufacturers," said he, "but you have got to show us where or why the manufacturer of Canada needs protection, and further, we will believe that you need protection if you can show us an industry that cannot do without protection and any in-lustre that we cannot do without then we may believe there is something in it."

Mr. McKenzie pointed out that Canada must develop her vast resources, and to do that there must be a certain amount of diversity of interests, but when one interest thinks or has reason to believe that it suffers or is made to suffer through privileges bestowed on the other, then development is impeded and efficiency impaired. If you people think your policy is the right one, I think arrangements ought to be made to have representatives of the two interests meet at a central point and throw all the cards on the table. There we could discuss it out, not fight it out, I have already discovered that to be the wrong method, and perhaps we could come to a common understanding."

No Hell too Hot

Two well-known manufacturers moved and seconded a vote of thanks to Mr. McKenzie. E. G. Henderson, of Windsor, Ontario, declared that the dairy farmer is the greatest manufacturer in the country, and everything should be done to make common ground for all. "We must work hand-in-hand," said he, "and woe betide the man who endeavors to make differences between the manufacturers and the farmers. No hell is too hot for him" (laughter and cheers). "We must bear one another's burdens." Senator Nicholls, of Toronto, said, "Let us be quite frank with the people who say they cannot understand why we need protection. It is our fault if they have not been educated up to the reasons why we need protection. It costs in the neighborhood of 80 cents to grow a bushel of wheat and the farmers are making not less than 200 or 300 per cent on their wheat crops. There is no manufacturer in the Dominion making that. But we do not grudge them one iota. Let them have all they want. But live and let live."

At the close, Mr. McKenzie asked "what did the farmers do when they only got 60 cents a bushel for their wheat?"

Sir John Willison, the newly-appointed President of the Canadian Industrial Reconstruction Association, in his speech declared that if the representatives of the manufacturers' interests and the farmers' interests could only change administrative posts for a few months these seeming differences would disappear.

Mr. Parsons, at the outset of his ad-

Continued on Page 41

Out—Prices of
canola stocks have
brought out heavy
stocks have given
out, but interior
stocks—still appear
flat—Advance
which caused shorts
previous Saturday.

Out—11 12
July 851 851
Oct. 70 70
Price—July 2754 281
Oct. 236 248

THE
CORN—Good or
damaged for milling
closed at \$1.55 to
OATS—Premium
stocks July, No.
No. 4 white oats
RYE—A little
out of store feed
\$1.50 to \$1.55
BARLEY—Good
prices. Prices also
FLAXSEED—G
July, No. 3 seed
and to arrive.

INTERIOR TERM
Movement of grain
for the week end
as follows—

Ele- vator	Grain	Han- ing
St. John	Wheat Oats Barley Flax	
Calgary	Wheat Oats Barley Flax	
Moncton	Wheat Oats Barley Flax	

The Liv

Receipts of live
stock, Bonanza, Md.
follows: Cattle,
horses, 115; hogs
stock was appar-
ently weak. There were
less hogs, while
cattle prices are

	1"	2"
Fixed	221	218
Year ago	250	248

Date	Fed Wheat
June 11	178
12	178
13	178
14	178
15	178
17	178

Week ago 178
Year ago 158

LIVESTOCK
Choice steers
Best Butcher st
Fair to good but
Good to choice
Medium to goo
Common cows
Canners
Good to choice
Fair to good he
Best cows
Best butcher br
Fair to good fo
Fair to good st
Best milkers at
(each)
Fair milkers at
(each).
Hogs
Choice hogs
watered
Light hogs
Heavy hogs
Sowage
Sheep and lambs
Best killing shee