

take the ordinary chances; but he ought not to take the chances of speculation which has been indulged in by the western elevator people. We think that the importation of Canadian barley would tend to regulate the price. We also think that it might tend to prevent speculation in barley."

Here Mr. Dalzell, who is a stand-pat member of the committee, struck in with the question, "What are you asking for?" Mr. Feldman: "We are asking to have the duty removed." Mr. Dalzell: "Put on the free list?" Mr. Feldman: "Yes, sir." Mr. Hill, another Republican member of the committee, remarked that last year the United States exported 8,260,000 bushels of barley and imported only 11,000 bushels, and that the price must be fixed by the price abroad, less the cost of the shipment, so that the price of Canadian barley ought to be substantially the same." Mr. Feldman: "I suppose it is regulated by supply and demand." Summing up his case, Mr. Feldman said: "We feel that giving us an opportunity of getting the material nearby would place us on an equality with western malsters, and that it will not result in any injury to the western farmer, as the Canadian farmer receives practically the same for his product to-day, as the American farmer." "Do you mean to say," asked Mr. Randell for the committee, "that a 30 cent tariff on barley does not mean a higher price to the barley raiser in this country?" Mr. Feldman: "The records show that the American farmers receive less for their barley to-day than under the lower tariff. The territory in Canada in which barley can be raised is limited, and the amount of barley that we should procure from Canada if there were no duty would depend upon the amount of barley raised in Canada."

Further arguments in favor of free barley were also made by Mr. H. V. Burns, of Buffalo, and C. H. Laughlin, of Buffalo.

OUR LAST MAIL IN

Ed. Grain Growers' Guide,

Winnipeg, Man.

Dear Sir:—In looking over the November issue of "The Guide", if your figures for other places are no closer than for Deloraine, you are away out in your reckoning. There are six elevators in Deloraine, and the receipts were over 400,000 bushels. We, (that is the Farmers' Elevator) handled a little over half of that. (214,000 bushels of wheat and 60,000 bushels of oats.)

However, if your general argument is all right and if receipts are as you state, I should think that some of the elevator people would be very glad if Government Ownership of elevators were to come into force. It certainly would take a white elephant off their hands. For several of the elevators here do not pay interest on their cost, let alone expenses, unless they take a very large rake-off, or some other point makes up for their losses here.

I may say that our elevator has paid for itself since we built it, notwithstanding the fact that there are five others, and for two or three years they operated at 1c a bushel. But our farmers were loyal to their elevator and we got the trade as far as the supply of cars allowed us. If we could get cars we would do still better.

Deloraine, Man., Dec. 8th, 1908.

Yours truly, (Signed) JAS. B. STEWART.

Editor's Note.—Elevator operators are required by the Grain Act to make return of grain receipts to the Warehouse Commissioner. Mr. Castle furnished us with the schedule of total wheat receipts published last issue, as compiled from returns made by the elevator operators. Mr. Castle advised us at the time that in a few cases the receipts were not complete. A few omissions and typographical errors also crept in while going through press. But it serves the purpose we had in view. That of exposing the heavy drain the elevator system makes on our resources.

SOURIS GRAIN MARKET

To the Editor:

Dear Sir:—Probably no question is more important to the citizens, and especially the business men of Souris at the present time than the grain market. It has long been recognized that Souris is looked upon as one of the poorest wheat markets in Manitoba; that for years, taking everything into consideration, higher prices have been procured at nearly every point than at Souris.

But the greatest difference that has yet occurred was brought to the writer's attention Friday. A farmer living four miles south-east of Souris was bringing his grain to Souris and was getting only 50 cents per bushel. Having heard that better prices prevailed on the Great Northern he investigated for himself with the result that he shipped two cars of wheat for which he got 50c. at Souris, and received 77½c., a difference of 27½c. as between Souris and Great Northern.

The writer has also seen farmers living directly north of Souris hauling their grain to Hebron, while others south-east are hauling to Buncloody. Why is this?

Surely this is a matter that our business men ought to investigate, as no doubt it has a serious effect on our town. We boast of our grist mill and elevators and yet what good are they to us when the above conditions prevail. Surely there is a remedy.

W. G. HETHERINGTON.

STEEL RAIL "DUMPING"

Montreal, Dec. 2.—A special London cable says that two leading British steel rail makers were interviewed today regarding alleged "dumping" against the Dominion Iron & Steel Co. They say that Canada could undercut the international steel combine but for the bounties. One firm threatens that the combine may retaliate by dumping into Canada. Another says "Canadian buyers will not long tolerate paying higher prices for rails than foreign consumers pay."

NEW HAULING RECORD

Winnipeg, Dec. 2.—In an effort to meet the demands of the grain dealers of the west the C.P.R. is endeavoring to make record shipments of wheat from Winnipeg during the present week. During November daily shipments from Winnipeg to Fort William averaged 541 cars, or over half a million bushels per day. The total shipments during the month were thus approximately 15,000,000 bushels. This stands as a record for wheat shipments in a single month for any year.

For the present week the record will most probably be exceeded, as every effort is being made to get every bushel possible to the lake ports before navigation closes. Monday's shipments were even greater than the daily average during November, despite the blizzard which raged along the main line.

A meeting of the Carroll Grain Growers' Association was held at Carroll on Dec. 8th, and was addressed by Mr. Alex. Rankin, of Killarney, who spoke on the conditions of grading and marketing wheat, past and present, and Government ownership of elevators, internal and terminal.

After an exhaustive survey of these subjects, a resolution was passed by the meeting as follows: "Resolved, That we, the Carroll Grain Growers, wish to place on record our belief that Government ownership of elevators, both internal and terminal, would do much to simplify the marketing of our grain and securing for us its value. We therefore ask our executive to urge the Government to take steps to this end."

A hearty vote of thanks to Mr. Rankin was passed for his instructive address.

We have added 8 pages to this issue and notwithstanding are obliged to hold over a mass of correspondence till January—Ed.