fidence of the people in Western Canada. There must be government ownership, and the people can have it if they insist upon it and accept no compromise. The Hudson's Bay Railway if handed over to a corporation will simply add to the strength of the present railway monopoly. Public ownership and operation will give the people control over the road to the bay and will enable them to regulate the freight rates upon the other roads. Better no road to Hudson's Bay than one operated by Mackenzie & Mann. The people have presented their case. They are the ones who are paying for the road and also the ones who will provide all the traffic for it. Surely they are entitled to say how it shall be operated and in whose interests.

MANITOBA WHEAT IN LIVERPOOL

Western farmers usually flatter themselves that they grow the best quality of spring wheat for the production of bakers' flour that is produced in any part of the world, and that, on account of its superior quality, the Manitoba grades of spring wheat command better prices on the British market. But while that is true, and the British millers do, as a matter of fact, pay higher prices than for other qualities of wheat, conditions have been created recently on the British market by the manipulation of futures and option deliveries that our wheat is deliverable on future contracts on an equality with red wheats from other countries. The Liverpool Corn Trade Association Limited, by amendments to their rules dated 21st March, 1910, have made the rule that red wheats, the products of America, Argentine and Australia, are deliverable on future delivery contracts on the following basis:

American Red Wheat

Spring Wheat—If of the type known as Manitoba, basis of weight, 60 lbs. If of the type known as Northern (grown in the United States), basis of weight, 59 lbs. Any other type of Spring Wheat, basis of weight, 60 lbs.

Soft Winter Wheat—Free from garlic, basis of weight, 61 lbs.

Hard Winter Wheat—Basis of weight, 60½ lbs.

Rosario—Santa Fe type, basis of weight, 59½ lbs.

Bahia Blanca type, basis of weight, 60½ lbs.

Victorian, South Australian, New South Wales—Basis of weight, 61½ lbs.

No wheat shall be graded which in the opinion of the Grading Committee has any defect which would render it unsuitable for general milling purposes.

Subject always to this proviso, basis wheat may contain some heated, sprouted, frosted or smutted grains and a proportionately increased quality may be allowed if warranted by an improvement in weight or in other respects.

No wheat weighing more than one pound per imperial bushel under the basis weight shall be graded.

No wheat which complies with the weight requirements shall be rejected on account of the presence of heated, sprouted, frosted or smutted grains or other defects if, in the opinion of the Grading Committee, it is not more than one penny per cental inferior to basis quality.

The allowance, if any, shall be in gradations of not less than one-half penny per cental.

The basis of weight as hereinbefore provided is per imperial bushel at time of grading.

Spring wheats must be reasonably hard of their respective types, and all descriptions of wheat must be reasonably clean of their respective types.

American Red Wheat must be wheat grown east of the Rocky Mountains in the United States of North America or Canada, except when otherwise provided.

Argentine Wheat

The essence of the contract is that any dealer contracting to deliver red grade wheat on a future contract on the option can deliver any of the types set forth above—that is, American spring wheat, American soft winter wheat, red winter wheat, Argentine wheat or Australian wheat, whichever of these he can deliver to the best advantage to himself. This places our Manitoba wheat on an equality with red wheats from other countries, and, what we are more concerned in, that future delivery contracts for Liverpool are the basis on which the price of Manitoba wheat is made on the Winnipeg market. As an illustration of how it works out to the disadvantage of the Western farmer, we note from the Corn Trade News the following prices during September and October:

Date		Futures	Parcel	Spot
September 27	Oct.	1.05	1.10	1.17¾
	Dec.	1.05	....	....
October 4	Oct.	1.05¾	1.10	1.17
	Dec.	1.06	....	....
October 11	Oct.	1.05 4-5	1.09½	1.15
	Dec.	1.05¾	....	....
October 18	Oct.	1.03 4-5	1.09⅛	1.15 1-5
	Dec.	1.04 2-5	....	....

Apparently what constitutes the difference between prices for futures, parcels, and spot, is that in futures any of the above wheats are delivered on contract at the option of the seller. When parcels of Manitoba wheat are sold c.i.f., future delivery, Manitoba wheat only is accepted. The spot market is where the millers buy their wheat on sample. We are led to understand that on future contracts 3 Nor. Man. wheat is delivered and is regarded as being of equal milling value with the red graded wheat of the other countries which are deliverable on future contracts. Note the proviso as to damaged grain in contrast to the rigid requirements of the Manitoba certificate.

It will be noticed in connection with this that the grading is made by a grading committee of the Liverpool Corn Trade Association. American wheats, both Manitoba and the United States, are the only wheats that are imported into Britain from the country of origin on certificate, but in the matter of future delivery, deliveries are made on the certificate of the Corn Trade Association Committee appointed for that purpose. The following is a copy of the future delivery contract on which trading is conducted:

This contract was made on the date specified, and under the business bonus fixed by the Liverpool Corn Trade Association, Limited

The Liverpool Corn Trade Association, Limited.

No. 26—Future Delivery Contract—Wheat (Liverpool Grade)

Liverpool ....19....

We have this day sold to .... on the terms of the printed rules of the Liverpool Corn Trade Association, Limited, ... say about .... Cental wheat, as endorsed hereon at .... per 100 lbs., subject to mutual allowances for superiority or inferiority as fixed by the Grading Committee, but not exceeding one penny per cental, to be delivered during .... ex store in Liverpool, or, at seller's option, in Birkenhead at an allowance to the buyer of one farthing per cental.

The certificate of the Grading Committee shall accompany the tender of the goods, and, as between buyer and seller shall be final as to grade, and as between them, shall not be affected by the result of any review of the certificate under the provisions of the bylaws as to grading.

The wheat at time of tender to be in fair merchantable condition (a slight dry warmth not to be objected to).

Payment—as per Rule 8, allowing interest equal to three months from date of being ready for delivery.

This contract is made between yourselves and ourselves, and not by or with any person, whether disclosed or not, or whose instructions or for whose benefit the same may have been entered into.

....

PATRONIZE THE PUBLIC ELEVATORS

From time to time we have discussed in The Guide the advisability of the farmers of Manitoba patronizing the public elevator system which is being operated at the present time throughout the province. It is a matter of utmost importance in the reform of abuses in the grain trade that the public elevators be made a success, in order that they shall be able to afford the relief required. It is highly important that the farmers should patronize the public elevators wherever possible. Only by so doing can they be made to pay. True, the system is not all that it should be at present, but in the course of another year the elevators should be equipped to handle the grain with perfect satisfaction, and the sample market be operated in Winnipeg, so that the farmer should be able to get full value for his grain and not be taken advantage of and cheated as in the past years. On another page we give a photograph and description of one of the new government elevators which indicates what the future of the system will be.

The friends of the protective tariff tell us continually that the tariff is a very intricate matter. They tell us that the tariff is arranged by experts and that ordinary people are not qualified to express an opinion on the subject. It is by means of such statements that the protectionists are endeavoring to confuse the public mind, and thus secure the continuance of the protective tariff. Anyone who attempts to study the tariff schedules will ascertain beyond any doubt that the tariff is an intricate and also a one-sided arrangement. There are definitions which the ordinary man could not possibly understand. We believe that very few of the members of the House of Commons have any understanding of the tariff. The tariff schedule is arranged by the members of the Cabinet who call to their assistance the manufacturers who want protection. The manufacturers, assisted by the ablest legal talent in Canada, are able to draft innocent looking schedules which work to immense financial benefit to themselves. The tariff schedule today in Canada is very much of a mystery, and one great step towards proving it would be to make it plain enough for ordinary people to understand. The ordinary people are the people who are paying the tariff tax and it seems only fair that they should know for what they are paying. Frequently importers cannot ascertain from the tariff schedule what duty will be levied upon their importations and the customs officials are continually confused in an attempt to classify and appraise in accordance with our tariff law. This seems to be sufficient for amending this one-sided law.

It is interesting to note that as soon as the tariff commissioners from United States arrived at Ottawa ten days ago, Mr. R. Breadner, the tariff expert of the Canadian Manufacturers' Association, also took up his quarters at Ottawa. Probably the Canadian Manufacturers' Association thought that Mr. Breadner's services would be needed in the making of the new tariff arrangements. The magnanimity of the manufacturers in placing their expert at the disposal of the government is only exceeded by the size of the toll the manufacturers will levy if they succeed in preventing downward revision of the tariff.

Now that patriotism and protection mean one and the same thing—according to our manufacturers—how would it work to have a 25 per cent. tariff wall around agricultural implements in each of the three prairie provinces? This would compel the manufacturers of these implements to build at Winnipeg, Regina and Calgary. Of course the farmers would have to pay more for their implements than they do now, but then it would be such a patriotic thing to do that they would not mind it in the least.

If an article manufactured in Canada at a cost of $125 can be bought somewhere else for $100 it seems poor business to build up such an industry by a protective tariff. A farmer could raise his own sheep and produce his own clothing as our fathers did years ago. But now it is cheaper to buy elsewhere, and the farmer has devoted his attention to more profitable industries. The same principle applies to the nation as to the individual.

It is interesting to note how our Canadian government gives subsidies and bonuses to shipping industries to bring foreign products into Canada, and then places the tariff tax on these same products to keep them out of Canada. This is how the protective tariff works.