OPPOSE C.P.R. INCREASE

Windsor, Ont., Aug. 29. The most im-portant action taken by the Union of Canadian Municipalities at its final Canadian Municipalities at its final session here today was the adoption unanimously of the resolution offered by Alderman Joseph Clarke, of Edmonton, opposing the application of the Canadian Pacific railway for permission to increase its capital stock by \$66,000,000.

The convention based its opposition to the proposed plan on the grounds that the scheme is for the purpose or keeping dividends of the company be-low the limit at which the Dominion government would be entitled to exer cise control over its freight and passenger rates.

The convention will meet in Saska toon next year.

STEEL INDUSTRY INADEQUATE

Ottawa, Aug. 21.—The inadequacy of the highly protected steel industries of Canada at Sydney and the Soo to cope with the great demand for steel rails for the construction of Canadian railways is evidenced in somewhat start ling fashion by the import figures for steel rails for the first three months



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of the present fiscal year, commencing April I. The statistics for the last fiscal year were sufficiently large to demonstrate the inability of the Canadian companies to supply the demand, but judging from the figures of the first three months of the present fiscal year as compared with those for the corres-ponding period last year, the importa-tion of steel rails from Great Britain and the United States under heavy pro-tective tariffs will this year tremen-dously exceed those for the past fiscal year. Steel rails are imported into Canada under the general tariff at a duty of \$7 per ton, and under the pre-ferential tariff at a duty of \$4.50. In spite of this duty a total of 45,725 tons has been imported in the three months with a total value of \$1,187,919.

This total is divided as follow Under the tariff from Great Britain 56 tons, valued at \$1,202; from the United States 45,668 tons, valued at 81,185,345

Preferential from Great Britain, 57 tons, valued at \$1,303.

By a simple valuation the figures would indicate that \$320,324.50 of duty had been collected.

had been collected.

For the corresponding three months in 1911 the figures were as follows: From the United States, under general tariff, 14,547 tons, valued at \$429,054; from Great Britain, under this preferential, 69 tons, valued at \$14,576. This gives a total import of '15,156 tons, with a total value of \$442,630, and according to computation, a total duty colcording to computation, a total duty col-lected of \$1,044,549.50.

Thus the imports for the first three months of the fiscal year 1912-1913 show an increase over the corresponding periods last year of 30,000 tons or an increase of 200 per cent, an increase in value of \$745,280, an increase in duty collected of \$215,755. For the month of June alone 25,865 tons have been imported, an increase over the corres-

ponding month last year of 18,443 tons.

It is to be noted in this connection that every additional dollar paid by the companies in duty for these imports is a dollar added to the cost of construction, and is in turn a factor in the fixing of freight rates.

SIR WILFRID'S TOUR CHANGED Ottawa, Aug. 29.—Sir Wilfrid Laurier's tour of the western provinces has been abandoned for the time being. He has abandoned for the time being. He has decided, instead, to tour Quebec and Ontario during September and come West later on if Parliament does not meet too soon. It was felt that the western farmers would be too busy harvesting to take much interest in political meetings during September.

MORE WESTERN M.P.'S.

September.

MORE WESTERN M.P.'S.

Ottawa, Aug. 26.—It is generally believed that the parliamentary redistribution bill will be brought down comparatively early next session. All of the statistical information upon which the enactment will be based has been tabulated and the draft measure, after introduction, will be sent to a special committee to determine which constituencies will be eliminated and which will have their representations increased. In previous years considerable party fighting has characterized discussion of redistribution bills and it is likely to again prove a very contentious is likely to again prove a very contentious

The redistribution bill will give the West 22 new members, which will be taken off Ontario and the Maritime

FOR PACIFIC COAST ELEVATORS

Calgary, Alta., Aug. 25.—A committee from the United Farmers of Alberta, jointly with a similar representation from the board of trade, will appear before the grain commission tomorrow and press the matter of the immediate establishment of terminal government-owned elevators on the Pacific coast to handle shipments from the prairies via Panama canal.

Among other questions that will be brought up will be that of making Calgary a routing point for grain ship-ments. This latter concession would allow shipments to be held in this city twenty-four hours and then routed either t, the coast or to any point in Canada that offers a market. Under present arrangements penalty attaches for stopping grain in transit, all consignments being direct to Fort William, Port Arthur or Vancouver.



It will pay you to entrust your car lot shipments of grain to an old, established and thoroughly reliable firm. Our fifty-five years' experience in buying and selling grain is used to the advantage of our customers. We have experts who check up closely the grading, selling, and adjusting of each car.

Let us send one of our 1912 edition "Data for Grain Shippers." You will find it full of valuable information.

Will be pleased to send you our daily bulletin on the market when you are shipping.

Your enquiries will have our prompt attention.

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Our commission is ONE CENT per bushel—too small to pay anything to agents. We have no agents; you get THE FULL NET PRICE at which your grain is sold, less our 1c per bushel commission.

If your car is loaded and you cannot wait for shipping instructions, and if you are on the C.P.B. or G.T.P. By, ship to "McBean Bros., Fort William." If on the C.N.B. ship to "McBean Bros., Port Arthur."

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