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have seen the same thing done by the elevator monopoly in this country many times. The leopard has not changed his spots. The farmers in Western Canada have not forgotten the days when the elevator monopoly had everything its own way and forced them to take low prices, short weights, heavy dockage and even low grades. It was this tyranny of the elevator monopoly in Western Canada that forced the farmers to go intothe elevator business themselves. Naturally the old monopoly did not yield without a struggle, and many were the inducements held out to farmers to draw them away from erally have stood loyally by their own companies. The only way by which the farmers of this country or any other are to achieve success in their co-operative efforts is to stand together and support their own institutions. "Loyalty to your own institutions" should be the policy of farmers in the Prairie Provinces.

AN OPPORTUNITY TO HELP

There will be many farmers this year with less than 1,000 bushels of wheat for shipment and with many of them it will be either inadvisable or impossible to ship with a neighbor in a bulk-headed car. There are but few 40,000 pound cars now in service, and the farmer who is forced to ship 800 bushels of wheat in a 60,000 pound ear will be forced to

Benchland they ignored the bait held out to pay an excess freight bill which will eat induce them to leave their own institution, up the profit on his crop. As there is a short and hauled practically all their grain to their erop this year the railways will have plenty own elevator. Farmers in Western Canada of cars, and they would be doing a good service to the farmers by reducing the minimum carload in such cases to 40,000 pounds. Both the railways and the terminal elevator companies could assist the farmers with small crops who are forced to ship in bulk-headed cars. On such carloads the railways charge an extra cent per hundred pounds freight, and the terminal elevator companies charge \$3.00 per car for removing the bulk-head. In this year when co-operation is necessary in all lines of activity, it would be a good opportunity for both these agencies to assist the farmers by voluntarily reducing the excess freight charge on bulk-headed grain their own elevators. But they have learned cars to one-half cent per hundredweight, their lesson from bitter experience and gen- and the charge for removing the bulk-head to \$2.00 per car.

> The Saskatchewan Department of Agriculture is to be commended on the efforts it is making to minimize as far as possible the effects of the crop failure which has come to the south-western portion of that Province. On another page we publish a statement by the Livestock Commissioner of Saskatchewan in which, on behalf of the Department of Agriculture, he offers to assist without charge in transferring cattle and hogs from districts where feed and money are scarce to localities where farmers can purchase and feed stock. This is practical assistance, it is not charity, but a great deal better than charity. There will be no lack of farmers having cattle to dispose of under these con-

ditions, and all that remains to make the scheme a success is for the more fortunately situated farmers to come forward prepared to buy. Feeding a bunch of stock, with prices where they are at present, is a very profitable winter occupation, and there should be a ready response. Those able to take advantage of this scheme should communicate with the Provincial Livestock Commissioner, Regina.

We trust that our readers will bear in mind that we will send The Guide to any address in Canada from this date till the end of the year for 25 cents. We are sorry to say that our readers are not helping us as much as they might do to secure new subscribers on this trial offer. It will not require long for any reader of The Guide to get us one more subscription at this special rate. We hope that during the next two or three weeks we will have a more generous response.

Those who in wartime corner the food supplies and raise the prices are enemies of the people just as surely as those who take up arms against them. To these enemies at home swift and certain punishment should be meted out.

Those farmers who have good crops this year, and get a good price for their grain, should remember the more unfortunate and in some way endeavor to aid them.

A patriot is one who loves his fellowmen and demonstrates it in a practical manner.



BACK TO THE LAND

The Unemployed: "I hear a mighty lot about this back to the land movement. It looks like a darned long way back to any land that I can live on.

NOTE. Those who are boosting the "Back to the Land" movement seem to forget that the millions of acres of vacant land within reasonable distances of the railroads are all held at prices which are prohibitive to all except the comparatively well-to-do.