

December 16, 1910, in the House of Commons chamber, as follows:—

"We also favor the principle of the British preferential tariff, and urge an immediate lowering of the duties on all British goods to one-half the rates charged under the general tariff schedule, whatever that may be; and that any trade advantages given the United States in reciprocal trade relations be extended to Great Britain."

"For such further gradual reduction of the remaining preferential tariff as will ensure the establishment of complete free trade between Canada and the Motherland within ten years."

The farmers have steadily adhered to that policy and every manufacturer that reads newspapers is aware of it. If the manufacturers are ready to confer with the grain growers, they know in advance the grain growers' views and it can only be that the manufacturers are ready for some tariff reduction on British imports, otherwise a conference is useless so far as the hope of the manufacturers voluntarily relinquishing any of their present protection is concerned. The manufacturers have for years claimed a monopoly of loyalty and patriotism, and love for the Motherland and the Union Jack, and in opposing reciprocity they declared that trade would breed annexation. In the face of such a stand the manufacturers could not refuse an increase in the British Preference without completely abandoning their claim to loyalty and love of the Motherland. The Grain Growers cannot but secure advantage from a conference with the manufacturers. It would also serve to clear the air and would undoubtedly remove many false impressions that are in existence.

CANADIAN CATTLE IN CHICAGO

In a letter which we have received from the Farmers' and Drovers' Journal, of Chicago, the leading authority on live stock marketing in the United States, under date of October 25, is the following statement:—

"A considerable number of Canadian cattle have been marketed at Chicago this season, and at strong prices. Two loads of the George Lane, High River, heavy range steers sold here last week at \$10.25 per hundredweight, the highest price ever paid for Canadian rangers and a record also for the United States rangers. These cattle, in fact, sold 50 cents higher than best American range steers thus far this year, but the lighter cuts of Canadian rangers have gone at prices about on a parity with similar classes of American range steers, bulk here recently selling at \$7.25 to \$9.00, the last shipment bringing \$7.60."

It is evident that the Western Canadian range cattle are equal to the American range cattle upon the Chicago market. When it is considered that the shipment by Geo. Lane brought \$10.25 per hundredweight as compared with \$6.00 per hundredweight, which was the best price paid in Winnipeg, there seems to be something radically wrong. When Canadian cattle can be shipped to the Chicago market, and bring a big profit over the Canadian prices after paying 27½ per cent. duty, it is difficult to understand those who say that Reciprocity would not have been beneficial to the Western Canadian farmers. Of what use is it to encourage Western Canadian farmers to go into mixed farming and raise cattle for the market under conditions such as these?

SOUTHERN ROUTE WILL BE OPENED

The Canadian Pacific railway has made the necessary application to the Interstate Commerce Commission, at Washington, and will put Fort William rates on grain into effect on November 8, to Superior, Duluth and Minneapolis. This is the announcement made last week by George Bury, the General Manager of the Canadian Pacific railway. Sir William Mackenzie states that the Canadian Northern railway will shortly apply to the Interstate Commerce Commission for permission to open the southern route on

their lines early in January. The low rates on the Grand Trunk, via the Great Northern, have not been discontinued since last winter and will be in effect throughout the present winter. The information that the southern route is at last to be opened will be received throughout the West with general satisfaction. It is unfortunate that the Canadian Northern route to the south will not be opened until so late in the season. The C.P.R. deserves credit for the facility with which it is handling the crop to date and also for opening the southern route so early. The C.N.R. might easily improve along both lines. There seems no good reason why the through rates to the south should not remain in effect continually. It certainly is not the province of any railway to restrict natural trade. Their business is transportation, and if they give satisfaction in the handling of transportation they will be too busy to regulate trade. We presume that the same regulations as to shipments south will apply as last winter. There is still considerable storage available at Fort William and Port Arthur, and no doubt will be until the close of navigation, after which it will rapidly be congested. These through rates to the south will apply from all three provinces, and despite the fact that the tariff on grain entering the United States still remains, there is no doubt that many Western Canadian farmers during the winter will find it profitable to pay the duty and sell their grain in the American market.

WINNIPEG AND CHICAGO PRICES

When the best price for beef cattle in Winnipeg was \$6.00 the top price in Chicago was \$11.25. In view of this The Grain Growers' Guide has secured the retail prices paid by consumers both in Winnipeg and Chicago for last week. The following are the prices:

Cut—	Winnipeg.	Chicago.
Sirloin steak	25-30c	12½-25c
Porterhouse steak..	30-32c	35c
Sirloin roast.....	25c	20c
Rib roast	22c	12½-22c
Shoulder roast	14-17c	12½-15c
Beef shanks	6c	6c
Stewing beef	10-12c	10-12c
Flanks	8c	8c
Briskets	10c	10c

The spread given in Chicago prices is for high and low grade beef. But it will be seen that Chicago prices on popular cuts are as low or lower than in Winnipeg. No one doubts that the Chicago buyers and butchers are making money. Then what are the Winnipeg buyers and butchers doing? Here is one case where the high cost of living needs investigating.

HIGH DUTY REPLACED ON CEMENT

The order-in-council reducing the duty on cement to half the regular rate expired on October 31, and the full duty of 12½ cents per 100 lbs. is again being collected. The reduction was granted by the government, it will be remembered, because the Canadian manufacturers were unable to supply the needs of Western builders, and was in force during the five months from June to October, inclusive. It resulted in a large increase in the importations of cement from the United States. Compared with last year the figures of imports to Manitoba, Saskatchewan and Alberta from June to September, inclusive, were as follows:—

	1911.	1912.
Barrels.	Barrels.	
June	263	50,434
July	514	140,084
August	187	62,166
September ..	2,227	49,766
Totals	3,191	302,450

There was small increase also in the im-

ports to the other provinces, the figures for all Canada for the same period being:—

	1911.	1912.
Barrels.	Barrels.	
June	55,646	171,395
July	27,314	267,405
August	72,695	188,404
September ..	171,784	166,452
Totals	327,439	793,656

It will be seen that the imports of cement under the reduced duty were more than double those for the same period a year ago, and the government therefore received a larger revenue at the lower rate of duty while at the same time making the cost of cement less to the consumer.

We are again publishing our Referendum questions in this issue. We invite discussion in the Mail Bag on these questions from any reader, and urge every reader to be prepared to mark the ballot which will appear in the issue of December 11. Many of our readers are leaving for the Old Country, Eastern Canada and the United States during the winter months, and have asked if they can still vote. We certainly want every reader to mark a ballot, and those who are spending the winter elsewhere should have the address on their label changed so that The Guide will come to them promptly. All that is necessary is to send us a note giving us their present address and their new address, and we will change the label for them. We will allow three or four weeks after the publication of the ballot, before the results are announced, and this will give plenty of time to receive replies from the Old Country.

We would like to see T. A. Russell, manager of the Russell Motor Co., ex-professor of political economy and ex-secretary of the Canadian Manufacturers' association, explain how any Canadian citizen is better off by buying one of his automobiles for \$2,500 when the same quality of car is sold south of the 35 per cent. line at \$1,900. This is a riddle that we cannot solve.

In a few days Parliament will open and some 300 men filled with the love of their country and anxious to improve conditions will gather at Ottawa—and most of them do as their party leaders tell them to do.

The "unspeakable Turk" seems at last to have found a master. It is to be hoped that other Christian nations will not support the Turk to win back his old power over those who have thrown off his rule.

It is of no use to wait for politicians to bring about needed reforms. They never did it in any country under the sun, and never will in Canada. The people must organize and force reforms.

Of course it may be patriotic to sell cattle to our own made-in-Canada Beef Trust for 4 cents below Chicago prices, but it hurts just the same.

We are producing a larger surplus of wealth yearly, but the cost of living still goes up. That upsets the underlying principles of political economy as taught in our universities.

If talking was any sign of statesmanship the Parliament of Canada would comprise the world's leaders.

Will some protectionist kindly let us know what percentage on the actual cash invested in an industry can be considered as a "fair profit?"

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