

PARLIAMENT MEETS NOV. 17

Ottawa, Oct. 13.—The third session of the eleventh parliament of Canada has been summoned to meet on Thursday, Nov. 17. This decision was reached today by the cabinet council, and proclamation calling the members together will be contained in this week's issue of the Gazette.

This will mean four weeks of work before the Christmas holidays or about sufficient time to clear off preliminaries, organize committees and get everything in complete running order. The estimates are at the present time in course of preparation in all departments, and it is anticipated that Hon. Mr. Fielding will be able to lay the main estimates and public accounts blue book on the table shortly after parliament opens. This will give the house something to do from the beginning.

Although the government's legislative program for the session is not yet definitely drafted, it is known that the sessional agenda will be fairly heavy. At the same time, however, there should not be in the legislation anything of a very contentious nature, and it is expected that prorogation can be easily reached before the departure of Sir Wilfrid Laurier and his colleagues for the imperial conference next May in London.

The session will be the last one before the next general election and it may be expected that the opposition will prolong it to a considerable extent with a view of getting campaign material. Outside of the tariff question, however, which will probably come in for considerable debate, there should be no subject likely to provoke any long partisan discussion such as was the naval question last session.

Control of Terminal Elevators

One of the principal bills which will come up will be the finance minister's measure for the revision of the Banking act, postponed from last year. This, however, should not provoke any partisan debate. Another important item of government legislation will be in connection with the proposal for government control of terminal elevators, as already outlined by Sir Wilfrid Laurier during his tour of western Canada. It is understood that a bill will be modelled along the lines of the Minnesota act dealing with grain elevators.

Questions of transportation will as usual bulk large on the sessional program. These will include the question of the government's policy in regard to the construction and operation of the Hudson Bay railway; the deepening of the Welland canal; the carrying out of the government's policy of constructing a 25-foot channel in the St. Lawrence up to Montreal and a provision for the proposed international tribunal for the control of railway rates on international traffic.

Tariff Situation

The tariff situation and the promised trade negotiations with the United States will undoubtedly be a brief matter for consideration from the standpoint of party politics, outside, of course, of the usual exploitation of alleged scandals hatched in public accounts committee.

In regard to the tariff question it is of course difficult to forecast as yet with any authority the result of the present movement for better trade relations with the States or for a lowering of the tariff in accordance with the demands from Western Canada. These matters have to be still carefully considered by the government. In the matter of trade negotiations with the United States it is understood that preliminary correspondence looking to a resumption of the negotiations as left off last spring will be exchanged within the next few days between Ottawa and Washington. Data as to the various aspects of Canadian trade with the United States is now being secured and is being analyzed by Messrs. Fielding and Paterson, who will have charge of the negotiations with the United States representatives. In any event it is not expected that any definite trade agreement can be reached without somewhat prolonged negotiations. Conferences between the representatives of the two countries will probably be held at Ottawa and Washington next month. Hon.

To the Readers of The Guide

YOU who have been reading The Grain Growers' Guide and following the work which the united Grain Growers of the West have been doing, should be able to appreciate the changes which have taken place in the past few years in the interest of the farmers. Any of you who marketed grain a few years ago remember the unsatisfactory conditions which then existed. You will recall the spread of 6c. to 10c. a bushel between the prices of street and track grain, the wide spread between the different grades, the difficulties in the way of securing accurate weights and grades and the absolute weakness of the farmers against the powerful interests which then controlled the situation. While these conditions have not absolutely disappeared, they have been greatly changed for the better. The spread between the prices of street and track grain has disappeared and the spread between the grades has been reduced. The Elevator Companies are offering the farmers terms they never thought of offering before, and the farmer is now able to have the grading of his grain carefully checked and be more certain of getting what is his own.

To you, who have been reading The Guide the cause of this change will be plain. The change commenced when the Farmers' Company was started and has continued ever since. This Company has set an example which others have had to follow. Farmers from all parts of the West, many of whom have no financial interest in the Company and others who have not as yet shipped to the Grain Growers' Grain Company, have written us, stating that they received \$25 to \$50 a car more for their grain last year on account of the Farmers' Company being in business.

Now, it is plain, if these better prices and more satisfactory conditions are to last and continue to improve, the Farmers' Company must be strongly supported and a Company which has done what this Company has done, is certainly worth supporting. Not only should it be supported for what it has done but also for what it hopes to do. You are informed through The Guide of the many places where improvements can still be made in the grain market. We need Public Owned Terminals, we need a Sample Market and the Grain Growers' Grain Company is doing whatever it can to effect these improvements. Besides, the Co-operative movement is only started. What the Company has done for the farmer in the grain business, it can do for him in other lines. All that is needed is the united support of greater numbers.

Don't pass your own Company if you want the highest returns for your grain. The large volume of business they are doing enables them to sell at the highest prices and their Duplicate Sampling and Grading Department and their Claims Department give you perfect protection. The strongest proof of the satisfaction the Company is giving is the ever increasing volume of the business it is doing.

One thing more—ALWAYS REMEMBER that every car of grain you send to the Farmers' Company increases their power to get higher prices for you and brings us near the time when we can get full value for all that is produced on the farm. We are here to look after your interests. If you want any information regarding the markets, or shipping your grain, we shall be pleased to write you.

Grain Growers' Grain Company
LIMITED
CALGARY WINNIPEG

Mr. Fielding wrote this week to Secretary of State Knox of the United States, stating that the Canadian government was now ready to resume negotiations. Mr. Knox's reply has not yet been received. It is expected that the first conference will be held in Ottawa within a fortnight or so.

Canada Must Reap Benefit

The proposals of the Mother Country have not yet been definitely formulated, but it is especially assured that Canada will seek to obtain more favorable terms for such natural products as fish, coal and other minerals, timber and agricultural products entering the United States from Canada.

The American authorities will probably seek to get better terms for the manufacturers on certain lines, such as agricultural implements. Something may be conceded by Canada. One thing certain is that Canada will agree to no bargains which do not give the Dominion a substantial benefit and which does not endanger the industrial interests in this country.

CLEANSING POLITICAL LIFE

Maine has swept the Bourbons from the seats of the mighty. Arkansas has declared for general popular sovereignty in voting to imbed Direct Legislation in her constitution. Arizona has declared for the party pledged to Direct Legislation and now the great Pacific State of Washington has registered her vote against the rule of the bosses and corporations. The magnificent victory won by Judge Poindexter is especially gratifying. The Twentieth Century has aggressively supported Mr. Poindexter as it has supported Senator La Follette, because he has proved himself loyal to the people and to the demands of free and just government. He is a statesman after the order of Jefferson and Lincoln; a man for the hour. We do not doubt but what the corruptionists and machine men in the party will strive to defeat him in the legislature, but we doubt if this is a year in which the forces of corruption and reaction can win, even though backed by the power of great wealth, and perfect organization.—Twentieth Century Magazine.

DIRECT LEGISLATION WIN

The friends of Direct Legislation have won another signal victory in the recent election for delegates to the convention to frame a constitution for Arizona, the day being carried by the Democrats, who have pledged themselves to imbed the Initiative and Referendum in the constitution. The Republicans who were defeated had refused this concession.

IMPORTED STALLIONS

Mr. J. B. Hogate's (Brandon) late importation of Clydesdale Shire and Percheron stallions landed on Sept. 3rd, and all are doing well. In his selection of Clydesdales, he did not deviate from his former custom, as everyone bought is conspicuous for size and quality. A number of Shires were secured, to fulfil the requirements of some old Ontario customers. Besides increasing the number of three and four year old Percherons of former purchases, he bought an even dozen two-year-old stud colts. These are the best lot of the age and breed that has ever been brought to the country.

Mr. F. Lee Norton, who has been general manager of the J. I. Case Co. for seven years, and one of the directors, was elected treasurer to succeed Mr. C. L. McIntosh who died in Naples last March. Other recent changes are the placing of Mr. Lewis P. Strang of New York City and formerly with the Buick and other concerns, in charge of the Case racing crew. Hereafter, the Case car will be run in the racing meets and endurance runs. G. B. Voorheis has been appointed advertising manager.

Many farmers suffered severe loss in a prairie fire near Hazelridge, Man. J. N. McDonald of Klondike, who was badly burned in an attempt to save his stacks, is in the hospital in Winnipeg.

Action has been taken by the federal ministry of Australia to establish penny postage throughout the Commonwealth.

The G.T.P. telegraph system has been completed between Fort William and Edmonton.