

that will tell. They have seen the necessity and some of the advantages. We are now ready to receive the funds. Time will tell what the result will be.

In each of our 200 associations there are surely at least five men who are able and will at once send their life membership fee; and if they will each get one more to do likewise by the end of the year it would make our life fund up to \$20,000 as a start. One cent per bushel on a car of wheat does it. Every farmer in Saskatchewan has received more benefit from our association than this. Yet what has been done is only like a drop in the bucket, as a kernel in a bushel, compared with what is yet to do and can be done if we hitch up. What a sight it will be! There is no risk, can be no loss. It depends on you. You can do it if you will. Can you, will you be one of the first five in your association? Send to A. W. Irwin or Fred W. Green, Moose Jaw, and your certificate will be forwarded.

F. W. GREEN, Moose Jaw.

### THE ST. LAWRENCE ROUTE

Canada is making great preparations to secure for the St. Lawrence water route to the Atlantic the grain and other trade of the Northwestern portion of this continent, and her efforts in this line have been so far successful. During the year 1908 there was considerable discussion of the St. Lawrence route owing to the complaints of Boston, New York, and other American ports that Montreal, the great Canadian port, was taking away the grain trade which used to go their way. The answer given by shippers is that the St. Lawrence route is the best and cheapest highway to the Atlantic for the products of the Northwest, and that at no distant day it will practically control this trade, not merely for the Canadian West but

also from the Northwestern states through their ports on the Great Lakes.

To further increase this possibility the Canadian government is taking steps to improve the St. Lawrence route throughout its entire length from the Great Lakes to the Gulf, and also to supply terminals which will handle the business efficiently and cheaply.

Although in past years the Canadian route has not handled so much of this trade as its natural advantages would warrant, it has recently been given on the authority of no less an expert than James J. Hill that the St. Lawrence was a far more advantageous route than that of New York, and that the latter may eventually be discarded in the interests of economy.

During the last one hundred years Canada has expended no less than \$150,000,000 in canals and dredged channels. This is done primarily, of course, to keep Canadian trade in Canadian hands, but an eye was always kept to the possibility of diverting American trade this way. Despite the vast expenditure on this freight highway, it is just as open to American as to Canadian vessels, and every facility is offered American boats to take advantage of it as their shortest road to the sea. The free navigation of the St. Lawrence water system, including the canals, is guaranteed to American boats by treaty, and in a recent speech at Montreal Hon. L. E. Brodeur, Dominion Minister of Marine, announced that, if necessary, further provisions would be added to assure the American shipowners of Canada's goodwill and desire not to injure their carrying trade, even when their shipping plied within Canadian territory.

As matters stand to-day there is a fourteen-foot canal system clear through from Duluth, Fort William and Chicago to Montreal, and it is the policy of the government that, if it becomes necessary to deepen or enlarge these canals to hold or increase the trade, this will be done.

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