

tection. If Canada builds a navy of her own it will neither be of use or an ornament.

Another resolution by Messrs. G. Langley and T. Conlan states, "Whereas railway companies are, at the present time, building their lines with a view to competition rather than to developing new country, be it resolved that in future aid be only granted to those companies who build with a view of developing new country."—Carroll.

Such a motion is quite contrary to what I would think a number of farmers would pass. It is competition in railways that the farmer needs, so that the rates may be lowered for carrying his produce to the markets, also the implements and other material the farmers need. If new lines are needed, let the inhabitants of that particular district petition for it. We must not kill competition. The great combines have done too much of that already. Honest competition is the life of the commercial world.

EDWIN JACOB.

Saltonst, Sask.

THE TARIFF ROBBERY

Editor, GUIDE:—In your issue of April 6 you invite a discussion of the tariff question. I came from south of the line where they trot out the tariff every five years at election time for the purpose of dividing the farmers' vote and distracting his attention from subjects of more importance. When they reduce the tariff there, it is usually on diamonds, silks and satins, but never on articles which benefit the farmer. Now, on this side of the line the Ottawa government has just reduced the duty on about a dozen articles, not one of which is of any great benefit to the mass of the people. This was brought to my mind by a personal experience this past winter. I needed some tools and fencing, and wrote to Canadian and United States manufacturers for catalogues. While prices are a great deal less south of the line, when freight and duty are paid there is not much difference. There cannot be a great deal of difference in the cost of manufacturing as between the two places. It is evident that the Canadian manufacturers add to the price of their goods the amount of the duty on these goods, so we farmers have the duty to pay, whether we buy from Canadian or American manufacturers. It has made an absolute free-trader of me. Let the infant industries take care of themselves. I imagine that farming is somewhat of an infant industry in this western province at present. The free trade may be too radical for a new and young country like Canada, but it is the only solution I see, as the tariff is the mother of trusts and monopolies.

R. NOURSE.

Stettler, Alta.

THE HUDSON BAY ROAD

Editor, GUIDE:—Your editorials of the 13th and 20th inst. have shown that THE GUIDE is really in earnest about the Hudson Bay Railway. The Free Press and minister of railways are hardly half in earnest, and the recent theatrical Globe-Graham-Free Press controversy is to fool the farmers.

Should all the local Grain Growers' Associations of the three prairie provinces individually and without delay convene, pass a resolution and forward one copy each to the premier, the minister of railways and their local Dominion representative and before the House has adjourned for the session, there would be something substantial done, and quickly. Indeed, so substantial is the gain to the Grain Growers that it is a matter of equal importance with the elevator problem of the three prairie provinces combined, and would even justify the cessation of seeding to get the work under way.

25 miles in 1910 is an insult to the grain growers of the west.

LAWRENCE GALT.

Saskatoon, Sask.

[Note.—This is a good scheme, but it is too late to accomplish anything at the present sitting of the House of Commons. The government has determined to make the Hudson Bay Railway a farce and nothing can be done before next session. This fall it will be wise for all associations to deal with the matter.—Ed.

SUGGESTS A BOARD

Editor, GUIDE:—As an interested member of the Grain Growers' Association I think it is the duty of every member to interest themselves in our great movement. It may be a benefit, or it may be a failure as regards improving present conditions. If it is going to be a benefit, then let everyone interested in the welfare of this association give it very careful consideration. I would like to give expression to some of my views and would like to hear comments from others. In the first place, I would like to see forty-two Grain Growers elected the same time as the provincial elections, on the same ballot as our representative, one member from each constituency. Let those forty-two men be elected for four years and have the responsibility of electing a board for one year. This board could meet other boards in Saskatchewan, Alberta, etc. Each member elected would take thresher reports to ascertain the amount of grain grown in that constituency, and in this way the amount grown in the province could be ascertained. When an elevator was needed in a community, the representative of the Grain Growers could bring the matter before the board, and the money could be advanced on the bond of the people of that community. There should be terminal elevators at Fort William and Winnipeg, to be owned and operated by the Dominion government. I would advise that every farmer shipping grain should retain a sample of each load and express or mail it to one of our agents giving number of the car. We would then be in a position to sell on sample. I think it would be advisable to ship only part of our grain to the market at once. I wish to impress upon every member of the association the advisability of keeping politics out of our society.

H. L. POWER.

COMPULSORY HAIL INSURANCE

Editor, GUIDE:—As compulsory hail insurance seems to be one of the leading topics, I thought I would give you our ideas on the subject as we have discussed it pretty well at our local and I think we could agree with Mr. Ball of Strathcona, pretty well on his graduated land tax, only we don't think any land should be exempt. I do not think there is any man so poor that he could not afford to pay \$1.00 for his insurance, and as far as the ranchers are concerned, there are very few of them in this part that has over one quarter of land and some none at all, and as they are exempt from all tax on their stock, they could well afford to pay \$1.00 on their land. Nearly all of them are farming more or less, and I don't think there would be the least objection on their part. We have a live local and have got nearly every farmer in our vicinity in the local and we expect to have them all soon. Whenever we can get a man to read THE GUIDE we are sure to get him, and if I am not mistaken, you will hear from the farmers at the next election.

B. O. WITTER.

Prairie Center Local.

Erskine, Alta.

THE GRADING SYSTEM

Editor, GUIDE:—As an instance of how the farmers' wheat is graded by Mr. Horn's department at Winnipeg, when shipped to the Grain Growers' Grain Company, I send you the following:

I sold some wheat to the Canadian Elevator Company, at Langenburg, for 84 cents, graded No. 4. I also sold some of the same wheat to the Dominion Elevator Company, at Langenburg, and it graded No. 4 at 84 cents. I shipped some of the same wheat to The Grain Growers' Grain Company and Mr. Horn graded it No. 6, price 83 cents at Fort William. My loss will be about 13 cents per bushel. Now, what I would like to know is, does Mr. Horn grade the same for the elevator companies as he does for the farmer? There is a very strong feeling against this kind of usage among the farmers in this part of the country. By publishing this letter you will greatly oblige many of your farmer subscribers in this part.

J. POLNICKY.

Langenburg, Sask.

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AGAINST CO-OPERATIVE PLAN

Editor, GUIDE:—In your issue of the 6th inst. James H. Fry handled a very important matter in a very masterly way. Notwithstanding the proposition of Mr. Partridge to apply the out and out principles of co-operation to the division of the profits of the Grain Growers' Grain Company, there is no doubt but that any change in the present mode of operation would be unjust to a large number of stockholders who do not ship grain. It might be asked why they do not ship? The answer is that creditors won't wait. From my own observation in this locality which is slowly being reclaimed from scrub, I have noted a few hard facts. One is that a thresher buys an outfit and has to pay fifty per cent. more than it is really worth. When threshing time comes round he naturally threshes for the biggest men first, possibly because he can get his money quicker from them. When he gets the big ones fixed up the smaller ones get their turn, and it is often late in the season before threshing operations close. By this time the machine companies have their full equipment of hired bullocks on the road, so that the small farmer is forced to follow the line of least resistance and sell to the elevator. Let Mr. Partridge reconsider his proposition. We are evidently a long way off perfection yet. Let us look to the animal world and take a lesson from the gobbling up process which is daily in evidence there.

D. BLAIN.

Minotnas, Man.

SUPPORT WELLINGTON

The following letter has been received by the Grain Growers' Grain Company: "In reply to your favor of March 18 re taking more shares in your company. This makes me think of the time John Kennedy came to me in Swan River with a little book to put my name down for shares in the Grain Growers' Grain Company. In 1906 he said the shares were not payable but just put my name down for only \$2.50 and I would be called on later for that amount. Well, I put my name down and gave him the \$2.50, telling him that it was all I had, but it was worth \$2.50 to help a good thing along, supposing I never saw it again. Now, my share has grown to \$25.00, with only \$2.50 added to my \$2.50. I would like to take more shares in the company, but I have just pulled through

two bad years and just at present money is rather tight with me. I have always had confidence in the Grain Growers' Grain Company before it had any tail feathers and before it could crow, but by honest dealings it has become a first class bird and is licking all the older birds out of the farmers' grain bin, that were more ornament than use to the farmers. Any time that I have \$25.00 to spare it will be on our young fighting cock, although the people said it would never amount to anything. The Grain Growers' Grain Company has made a great effect on the price market since they came into existence. The farmers should support their Wellingtons and skin the selfish Napoleons who left his men on the road to die when they had no strength left to keep up to the main army, but Wellington picked those poor fellows up and cared for them and he won the battle of Waterloo, and a craven died of a broken heart, a prisoner and outcast.

W. C. MITCHELL.

Swan River, Man.

SEYMOUR HOTEL

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JAMES GORING, Roden P.O., Man.