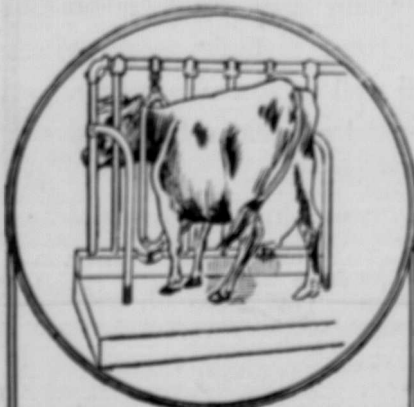


A Cup of Hot BOVRIL

nourishes, invigorates and strengthens as nothing else can do.

F-11-12



A Contented Cow is A Profitable Cow

ARE your cows contented? Are they profitable? If not, make them so by doing away with your old-time wooden stalls. They gather dirt, harbour disease germs, and prevent the free circulation of life-giving air and sunlight.

LOUDEN'S

Tubular Steel Stable Equipment is easily and quickly installed, and insures cleanliness and ventilation. Its use means comfort for your cows and profits for you.

GET INTERESTED. WRITE TO-DAY.

Our book, "Perfect Barn Equipment," and the service of our architectural department, are free.

The Louden Hardware Specialty Co.
511 Martin Ave. - WINNIPEG

Farmers Lose Annually In Western Canada \$40,000.00

by not giving proper attention to the by-products of their animals. They also lose twice as much on those they save simply because they don't look for a proper market for their BEEF HIDES, HORSE HIDES, SHEEP PELTS and other skins. We are now paying 12 cents a pound for Cattle Hides, and up to \$3.00 each for Horse Hides; ship them in to us and get full benefit.

Raw furs our specialty. Write us for our new price list sent free and post paid to any address.

Northwest Hide and Fur Co.
278 Rupert St., Winnipeg

MEET THE MANUFACTURERS

It is to be hoped that the expression of willingness on the part of the Canadian Manufacturers' association, as set forth in Industrial Canada, the official organ of the association, to send representatives to hold a conference with representatives of the Grain Growers for the discussion of the whole question of the British preference, will not be allowed to fall to the ground. A round table conference of that character, held in public could not but have valuable results. It should be held in Winnipeg. —Free Press.

Our Ottawa Letter

Continued from Page 4

appeared in the government press which indicate that the ministry proposes to adopt a policy of delay in connection with tariff matters, and that little or nothing will be done to either increase or reduce the existing schedules at the approaching session of the House. In this connection the Ottawa Citizen, an ardent supporter of the government, after stating that the manufacturers have sought many tariff increases says: "It is not likely that the government will announce any important changes this session. The triumph of the Democratic party in the United States is bound to have some effect on the tariff wall between the two countries and should President Wilson decide to knock off a few bricks it is bound to have a beneficial effect on Canadian manufacturers, some of whom are already competing in the markets of the United States."

Here is an admission of the truth of the argument advanced in this letter last week, that a reduction in the American schedules will help the Canadian manufacturers rather than the farmers. Also the candid admission that our manufacturers are "already competing in the markets of the United States." The official instigator of this announcement, whoever he may have been, did not deem it necessary to give even a passing thought to the need of the farmers for wider markets. He was concerned only in the prosperity of the manufacturers. The statement will not be regarded as a hopeful one for those who want a downward revision of the tariff and it suggests that the government is going to grasp at any excuse to relieve it of the necessity of grappling with the tariff question. This semi-official statement is coupled with the definite announcement that the bill to create a permanent tariff commission will be introduced again. If it goes through this time the commission will no doubt pursue the labor of gathering information until the president gives relief to the American consumers and the Canadian manufacturers. By that time let us hope that some one will find the time to give a thought to the Canadian consumers and the producers of natural products.

RECIPROCAL DEMURRAGE BEFORE THE RAILWAY COMMISSION

Objections of the Railways

The question of Reciprocal Demurrage was before the Dominion Railway Commission at its sitting at Winnipeg on November 11, and after a short hearing was adjourned to a later date when the Dominion Grain Commission and the Winnipeg Board of Trade will be heard in the matter. The matter was first brought before the Commission in July last when D. D. Campbell, formerly Dominion Shippers' Agent, applied to the Board for an order establishing Reciprocal Demurrage. Mr. Campbell then asked that the railway company should be required to begin moving a car of grain within twenty-four hours after it was loaded, and move the car thereafter at an average rate of 100 miles a day or pay to the shipper \$1.00 for every day's delay. The railway companies were given sixty days in which to file a reply, and this reply, prepared by the Canadian Freight association, was submitted to the Commission a few days ago. The railway defence comprises a document of eighteen typewritten pages. It is contended in the first place that the proposal of Mr. Campbell cannot properly be called Reciprocal Demurrage. When a shipper is charged demurrage, it is pointed out, he has possession of a car belonging to the railway company which he is using as a warehouse, and he therefore receives something for his money. Under what is called Reciprocal Demurrage the railway companies, on the other hand, would get nothing in return. The charge of \$1.00 per day upon the railway companies for delay in moving cars would simply be a penalty. It was assumed, by the advocates of Reciprocal Demurrage, that such a penalty would result in the railway companies furnishing sufficient cars and other facilities to handle the traffic without delay. This assumption the railways claim to be incorrect. They

Ship Your Grain To Us!

Take advantage of our experience. We never sacrifice grain that farmers ship us. We know HOW and WHEN to sell on bulges, and we avoid selling on declines. Our business has been built up on our motto: "GOOD RETURNS TO FARMERS." We have been established for twenty-eight years. Don't you believe our experience could be made valuable to you?

Our commission is ONE CENT per bushel—too small to pay anything to agents. We have no agents; you get THE FULL NET PRICE at which your grain is sold, less our 1c per bushel commission.

If your car is loaded and you cannot wait for shipping instructions, and if you are on the G.F.R. or G.T.P. Ry., ship to "McBean Bros., Fort William." If on the C.N.R. ship to "McBean Bros., Port Arthur."

If at all possible we strongly advise loading direct from your wagon into the car, thus preserving the identity.

NOTE—A large yield of grain this fall does not mean low prices. Europe needs every bushel of our grain, and will be willing to pay good prices for it. Should prices get below a fair legitimate value, don't sacrifice. Write us for advice.

Reference: BANK OF HAMILTON, WINNIPEG, MAN.

McBEAN BROS., GRAIN EXCHANGE, WINNIPEG
ESTABLISHED SINCE 1884 AND STILL AT IT.

of our grain, and also ensuring that you get paid for every bushel you put into the car.

Send us a six or eight ounce sample of your grain and we will advise you its real value. Even the poorest qualities can be made to draw a good price if properly handled. We understand this business thoroughly, and those are the points that count. Write us for market prospects; you need the BEST; it means MONEY to you. We are not looking for very low prices this coming season.

We are licensed and bonded.

OUR EXPERIENCE

And the PERSONAL ATTENTION we devote to your business, gets the results you want—TRY US!

Members
Winnipeg Grain
Exchange

THE SMITH GRAIN COMPANY

Grain Commission Merchants, Winnipeg, Man.

M. K. SMITH
Manager

point out that it is to their interest under present conditions to handle the traffic as expeditiously as possible and that nothing would be accomplished by the imposition of the penalty. Reciprocal Demurrage rules, they point out, have been enacted from time to time in the United States, as for instance, in the States of Texas, Nebraska, Virginia, California, Oregon, Washington, Georgia, Minnesota, Kansas, etc., etc. They are informed, however, that this legislation has made practically no difference in the handling of freight, and that generally speaking Reciprocal Demurrage in the United States is a dead letter. It is admitted by the railways that considerable delay attended the movement of the crop of 1911, but it is pointed out that this was an exceptional year, and they urge that this should not be made the ground of such drastic action as that proposed by Mr. Campbell. Much of the responsibility of the car shortage of last year is placed by the railways upon merchants who have made a practice of holding cars for storage purposes owing to their lack of sufficient warehousing accommodation, and a statement is given showing that during the first six months of 1912 only thirty cars per day were unloaded at the team tracks of the Canadian Northern and the Grand Trunk Pacific railways at Winnipeg, although an average of 157 cars were placed for unloading each day. As a remedy for this misuse of cars the railways submit that an increase in Demurrage charges would be of inestimable benefit to the shipping public generally as it would insure prompt unloading of cars and make them available for loading by other shippers. The railways, it is claimed, are making every effort to keep abreast of the business offered, the Canadian Northern railway having increased the number of cars in use on its lines by 64 per cent. since June, 1910. The Car Distribution clauses of the Canada Grain Act are also attacked by the railways who claim that these provisions result in great waste and delay in car supplies at the time of the year when the most prompt distribution and utmost facility of car movement is vitally essential. Another objection to Reciprocal Demurrage made by the railways is that it would conflict with the law against rebates, making it possible for the railways to carry freight at a lower cost to certain shippers by delaying the movement of their cars.

Mr. Campbell made a statement in reply to the case presented by the railway companies, and the railways were given thirty days in which to file an answer.

Isaac Pitblado and Mr. Carpenter, Secretary of the Shippers' Section of the Winnipeg Board of Trade, appeared on behalf of that organization and stated that they wished to support Mr. Campbell's application and also to have the principle of Reciprocal Demurrage made to apply to other classes of

freight in addition to grain. The Board of Trade was given leave to join in the application and the matter will come before the Railway Commission again after the answer of the Railways has been received by the Board.

CHICAGO AND WINNIPEG CATTLE PRICES

For the week ending November 9, the extreme range of prices on the Winnipeg cattle market was \$3.00 to \$6.35. The following are some representative sales recorded:

Winnipeg—	Aver. Wt.	Prices
Number		
41 steers and heifers	976	\$3.50
86 "	963	4.00
18 "	1000	4.90
206 "	1104	5.10
40 steers	1200	5.75
101 "	1263	6.35

The Chicago cattle market for two of the corresponding days of that week, Wednesday and Thursday, November 7 and 8, as given in the Chicago Daily Farmers' and Drovers' Journal of November 9 include the following representative sales of Western Rangers, in which class Canadian cattle are included.

Chicago—	Aver. Wt.	Prices
Number		
22 cattle	1151	\$7.35
13 "	1346	8.10
6 "	1170	7.30
109 "	1203	7.00
56 "	1030	7.00
16 heifers	704	6.00
6 cattle	1008	6.75
10 "	1170	7.50
15 "	1070	7.25
5 "	1040	7.25
24 "	1145	7.35
16 "	1055	7.50
30 "	1145	7.75
8 "	1114	7.50
16 heifers	704	6.00
43 "	543	5.60

SNAP VERDICT AGAINST ASQUITH

London, Nov. 11.—While the House of Commons was debating the financial provisions of the home rule bill in committee this afternoon, an unexpected vote on an amendment offered by Sir Frederick Banbury, a Unionist member for the city of London, resulted in an opposition victory by a majority of 22.

The Conservatives were jubilant and loudly demanded that the Liberal government resign, which, according to precedents, it should do, if the vote which was 228 to 206, was a genuine test of the government on the measure.

The temporary defeat of the government caused a great political sensation, but did not result in its retirement. The cabinet held a meeting tonight and decided to present a resolution in the House tomorrow which will be practically a demand for a vote of confidence and after some parliamentary red tape, will endeavor to have Sir Frederick Banbury's amendment resubmitted and expunged.