

THE

GRAIN GROWERS' GUIDE

WINNIPEG

Vol. 1 NOV. 1908 No. 5

PUBLISHED THE FIFTEENTH OF EACH MONTH
UNDER THE AUSPICES OF THE
MANITOBA GRAIN GROWERS' ASSOCIATION
AND EMPLOYED AS THE OFFICIAL ORGAN OF THAT BODY

Devoted to the work of organizing the Farmers for their mutual protection and advantage, keeping them accurately informed on all matters and movements of importance to them as Farmers, and furnishing a medium through which they may exchange ideas and information to their mutual benefit, and the building up of an enlightened public opinion on economic and social questions.

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"BUT CROWN HER QUEEN
AND EQUITY SHALL USHER IN
FOR THOSE WHO BUILD
AND THOSE WHO SPIN
AND THOSE THE GRAIN WHO GARNER IN
A BRIGHTER DAY "

USE
**Corrugated
 Iron**
Roofing and Siding

And Save Sheeting Lumber.
 Fire-proof, Lightning-proof, Lasting.
 Painted or Galvanized.
 Write for Prices.

Made in Winnipeg by

**Winnipeg
 Ceiling and Roofing
 Company**

Manufacturers of Sheet Metal Goods

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Wall Plaster!

INSIST ON BEING SUPPLIED WITH
 RELIABLE WALL PLASTER

We Manufacture:

"Empire" Wood Fibre Plaster
 "Empire" Cement Wall Plaster
 "Empire" Finish Plaster
 "Empire" Asbestos Hardwall Plaster
 "Gold Dust" Finish Plaster
 "Gilt Edge" Plaster of Paris
 And other Gypsum Products

Our Brands are Specified by All Leading
 Architects Throughout the West

Manitoba Gypsum Co. Ltd.

OFFICE AND MILL

WINNIPEG, MAN.

HERO GRAIN SEPARATORS

Fanning Mills are becoming the most necessary article on your farm. **Seed Wheat** the most particular. **Wild Oats** the most dreaded. **The Hero**, the friend of the farmer, will separate your **wheat from wild oats**, and causes every one who uses them to rejoice. Order one from your dealer at the nearest town. Buy nothing but the best. Insist on getting the **HERO**. It has no equal, under any name or form. Sold by a dealer in every town.



MANUFACTURED BY THE

Hero Manufacturing Co. Ltd
 WINNIPEG, MAN.

SYNOPSIS OF CANADIAN NORTH-WEST HOMESTEAD REGULATIONS

ANY even numbered section of Dominion Lands in Manitoba, Saskatchewan and Alberta, excepting 8 and 26, not reserved, may be homesteaded by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one-quarter section of 160 acres, more or less.

Application for entry must be made in person by the applicant at a Dominion Lands Agency or Sub-Agency for the district in which the land is situate. Entry by proxy may, however, be made at any Agency on certain conditions by the father, mother, son, daughter, brother or sister of an intending homesteader.

DUTIES.—(1) At least six months' residence upon and cultivation of the land in each year for three years.

(2) A homesteader may, if he so desires, perform the required residence duties by living on farming land owned solely by him, not less than eighty (80) acres in extent, in the vicinity of his homestead. He may also do so by living with father or mother, on certain conditions. Joint ownership in land will not meet this requirement.

(3) A homesteader intending to perform his residence duties in accordance with the above while living with parents or on farming land owned by himself must notify the Agent for the district of such intention.

W. W. CORY,

Deputy of the Minister of the Interior.

N. B.—Unauthorized publication of this advertisement will not be paid for.



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THE GRAIN GROWERS' GUIDE

NO. 5 WINNIPEG, NOVEMBER, 1908 VOL. 1

ADDRESSED TO THE FARMERS OF



Published under the auspices and employed as the Official Organ of The Manitoba Grain Growers' Association.

ENDORSED BY THE INTERPROVINCIAL COUNCIL OF GRAIN GROWERS' AND FARMERS' ASSOCIATIONS.

Designed to give publicity to the views of Western Farmers generally and to become the official mouthpiece of as many Farmers' Organizations throughout the "Three Prairie Provinces" as may apply for space therein.

Subscription price \$1.00 per year in advance.
Advertising rates on application.

Change of copy and new matter must be received not later than the 10th of each month.

Address all communications to
THE GRAIN GROWERS' GUIDE, Winnipeg, Manitoba

NO. 5 NOVEMBER 1908 VOL. 1

WHAT IS YOUR OPINION OF THE GUIDE?

While you have dipped into its contents, has it struck you that it is your own paper?

Every line of it is intended to embody some level-headed and necessary counsel and information to the Western Farmer in safeguarding his own interests.

Broadly, Canada's destiny is in the hands of its farmer citizens. They can find plenty of literature published with the sole purpose of instructing them as to the best methods of grain-growing and stock-raising.

So far there has been no serious attempt to handle the marketing end of the farmer's products through the medium of a distinctly co-operative or family organ.

That breach "The Guide" seeks to fill, with what success, those of its readers who have fol-

lowed its course up to this point, are attesting by letters of appreciation which have far exceeded the space which "The Guide" can afford to spare for their publication.

"The Guide" has already, in its infancy, demonstrated to all who care to concern themselves that the profession of farming numbers within its borders the names of men with brains and executive ability equal at least to the best that is to be found in any other department of The World's Work.

"The Guide" has been promulgated, is being edited and conducted by farmers—not absentee capitalists, but by actual day laborers from amongst the Great Plain People.

"The Guide" receives not a dollar of capitalistic aid. It is run entirely and will continue to live by the individual dollars of the men and their families to whose vital interests it is exclusively devoted.

If you have not yet mailed your dollar or a post card to say that you will be willing to receive the Guide for a year and pay when convenient, please take this slight trouble at once.

Your moral support is of far greater account than any immediate financial aid your dollar would mean. At the same time, the "nimble dollar" by mail saves the expense of travelling agents and solicitors.

"The Guide" has not been launched as a money making concern. If it pays its way, that is the best financial result that is desired from it and every dollar saved will be used for the improvement of "The Guide" and in helping to extend its sphere of usefulness.

Let us hear from you if we have not already had some expression of your views, with regard to "The Guide" and whether it is your wish to support it.

Send us the names of any neighbors who do not receive it and whom you think ought to know what it contains.

A CHANCE FOR THE BOYS AND GIRLS

Every boy who secures FIVE subscribers to "The Guide," will receive a handsome silver watch, made and guaranteed by D. R. Dingwall, Limited, Winnipeg.

Every girl who secures FIVE subscribers to "The Guide" will receive a handsome gold signet ring or silver watch by the same makers.

Every boy who sends THREE subscribers will receive a handsome gold-filled Scarf-pin or pair of Cuff-links.

Every girl who sends THREE subscribers will receive a beautiful gold-filled Brooch with jewelled settings.

More handsome prizes have never been awarded by any publication in connection with its subscription department; "The Guide" will send out no gim-crack jewellery.

BOYS AND GIRLS—THIS IS WORTH YOUR WHILE. THE PREMIUMS WILL BE MAILED IMMEDIATELY ON RECEIPT OF NAMES AND MONEY-ORDER.

A WARNING

Mr. John McRae, a farmer in the Neepawa district, writes us as follows:—

"I am one of the men who lost money last April by selling a carload of wheat to Muir & Co. through their agent, Mr. Yates. The number of the car which I sold and on which I lost \$850.00 was 45616. I am sending you two of these contracts which show that Mr. Yates was Muir & Co.'s agent."

We herewith publish one of these contracts:

AGREEMENT OF SALE AND PURCHASE OF GRAIN.

(Subject to the rules of the Winnipeg Grain and Produce Exchange.)

Oct. 10th, 1907.

I, John McRae, have this day sold to ROBT. MUIR & CO., One Thousand Bushels of Wheat, Winnipeg Inspection, Price 104 cents per bushel (1 Nor. Basis) F.O.B. cars at Houden. Time and terms of delivery, before the fifteenth day of November, 1907. Robt. Muir & Co. have bought the above-mentioned grain and will pay for same on terms specified on presentation of proper documents.

(Signed) JOHN McRAE (Seller).
YEATES (Purchaser).

The facts are that Mr. Yeates had been buying grain on track from farmers in the Neepawa district for some years, representing himself as being buying agent for R. Muir & Co. Early last summer Mr. Yeates died, leaving many farmers with unpaid balances, on cars sold presumably to Muir & Co. through him. When the farmers demanded payment for the balances due them, R. Muir & Co. repudiated the contracts made by Mr. Yeates, stating that he was not acting for them, but was buying grain on his own account, and sending it to them on consignment. The net result, so far as it relates to last year's operations, seems to be that some 200 cars of grain were handled in this way, and the farmers of Neepawa district are out sums reported to total up to \$10,000.00. Somebody must have profited by this sum.

In addition to there being from two to ten wheat buyers in every western town, who, by the way, mostly occupy their time decorating the packing boxes in the store, or the bar-room, if there is one, there are scores of men scouring the country for track wheat, representing themselves, as did Mr. Yeates, as buyers for some grain firm or Commission Merchants. It is commonly reported that some commission houses are paying "tooters" half of the 1c. commission to secure car lots.

The rules of the Winnipeg Grain Exchange are very explicit on this point, namely, that on no account must any part of the commission be rebated or paid out to secure shipments, and it is safe guessing that a commission firm which deliberately violates a rule of the organization it belongs to, will not scruple to take advantage of the man they are dealing with, if they find an oppor-

tunity to do so. Besides, we believe that no Grain Commission House in Winnipeg is handling grain in sufficient volume to enable them to keep in business if they rebate one-half or even one-quarter of a cent commission without practicing some of the tricks grain men are accused of indulging in.

A farmer, within a hundred miles of Winnipeg, some time ago had a car of barley on track with the bill of lading made up for shipment to a responsible Winnipeg Commission firm, when one of these "Smart Alecks" corralled him, and posing as a friend, made him a tempting offer on behalf of another grain company. This induced him to change the destination of his car, and when he account sales, he saw that he had been "buncoed." Now he is invoking the influence of the Manitoba Grain Growers' Association to endeavor to recover the loss he sustained through being "easy."

Since Western farmers now have their own agency established for handling track wheat, there is no reason why they should allow themselves to be tricked by such methods as those indicated above, once they set their grain on the car. And besides, there are a number of commission firms in Winnipeg who are doing an honest, straight business, any one of whom will take care of grain sent to their advice, and farmers who do not care to ship to their own agency can avail themselves of their services and receive fair treatment.

There is nothing gained by selling track wheat to irresponsible track buyers, and there is much risk under present conditions.

A VOICE FROM PILOT MOUND

"The Guide is an excellent paper and should find a place in the home of every farmer, as it deals with phases of grain situation that other publications cannot feature. The subscription to the Sentinel and Guide we have placed at the nominal sum of \$1.60 per year. At present the Guide is issued monthly, but after January 1st will publish as a weekly."—Pilot Mound Sentinel.

A LIVE ASSOCIATION

The Grain Growers' Association a few days ago received from the C.P.R. a cheque for \$100.25, being the commission on tickets sold over and above guarantee for the excursion trains in connection with the picnic held here last summer.—Shoal Lake Star.

Mr. Duck (boastingly)—"I hear you have nerve enough to challenge me to a race across the pond down in the meadow."

Mr. Chicken—"Yes, sir. I'll race you across the pond if you'll allow me to set the time."

Mr. Duck (conceitedly)—"All right, any old time suits me."

Mr. Chicken—"Very well, then, as soon as there is a half inch of ice on the pond we'll race."

OUR OBJECT: To Supply the Holy Scriptures to Every Man in His Own Mother Tongue

The Manitoba and Saskatchewan

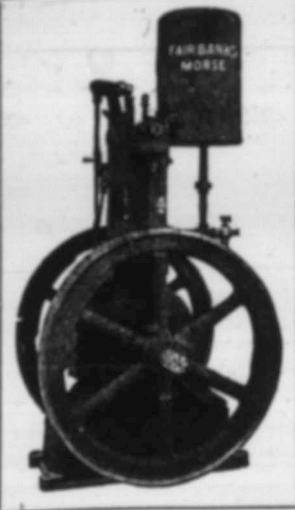
Bible Society

Auxiliary of the British and Foreign Bible Society and of the Canadian Bible Society

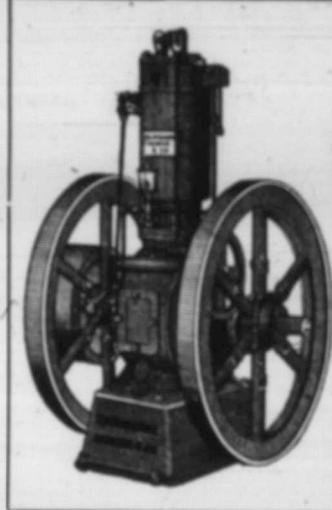
BIBLES IN EVERY LANGUAGE AT COST PRICE

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SECRETARY REV. E. J. B. SALTER
294 SMITH STREET, WINNIPEG

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Fairbanks-Morse Gas and Gasoline Engines



THE time is drawing near when you, as a farmer, will be interested in a power producer this winter.

Are you alive to the possibilities of a Gasoline Engine?

A machine giving a reliable, steady power, at a minimum cost and without trouble, should be of interest to you.

It pays to Buy a Well-known Article from a Well-Known Firm.

CUT OUT THE ATTACHED SLIP AND SEND TO US

Please send me, without charge, your Catalogue, describing your Gasoline Engines. I may want a H.P. for
Name Address

The Canadian Fairbanks Co. Limited

92-94 Arthur Street - Winnipeg, Man.

MONTREAL TORONTO ST. JOHN WINNIPEG CALGARY VANCOUVER

DOES IT PAY TO SHIP GRAIN?

One for the G.G.G. Co.

Curzon, Sask., Nov. 9, 1908.

Grain Growers' Guide, Winnipeg, Man.

Dear Sir,—I thought a line concerning the shipping of grain might interest some of the farmers. I shipped one car of wheat to the Grain Growers' Grain Co., Winnipeg, according to weights of loads previously weighed. I put in 1048 bushels of No. 2 Northern. When I received returns it weighed 1041 bushels No. 2 Northern. I had some 500 bushels more to sell, and took to elevator, and according to weights of wagons in car I lost 5½ bushels per load of 17 loads, 93½ bushels. I received 81c. for wheat shipped, and elevator paid 73c, a loss of 8c. per bushel on car of 1041 bushels. I profited by shipping to the G.G.G. Co. one car of wheat one hundred and fifty-eight dollars (\$158.00). Does it pay? Has the farmer any reason to complain?

One of my neighbors shipped a car that was graded No. 4 in Winnipeg, and he got No. 3 L&E at elevator. But the elevator paid 70c. and he got 76c. He knows that every wagon load he put in the car weighed five or six bushels more than he got at the elevator for the same load or same size loads, so that he lost at the rate of 6c. per bushel by selling to elevator, and 6 bushels per load. 17 loads, 102 bushels, at 76c., \$77.00 and 6c. for 1050 bushels, making 63.00

Gained by shipping car \$140.00
and one hundred and fifty dollars on one car is quite an item these hard times for the poor farmer.

The reports average about as these do. Cannot the farmer see his duty to become a member of the Grain Growers' Association and ship his wheat to the Grain Growers' Grain Co.? Farmers, put on your thinking cap and act before it is too late. The mills of the gods are grinding and will soon make the poor farmer a wage earner, and his which might be a happy home. be-

come a desolate place, and put him out of business.

Respectfully yours,

J. W. BEAVER,

A member of Grain Growers' Association.

To the Grain Growers' Grain Co., Winnipeg.

Sirs,—I did not have a chance to ship out all my grain in one car, although I would have had a little more than one car if shipped by itself. I put about 500 bushels in a car you handled for F. L. Summers, and it graded 1 Nor., and our car ran over 20 bushels above weight by local scale. (This car was loaded over platform.) The best part of my crop was loaded with A. L. Haase through the Alameda Elevator and Trading Co. Elevated it only graded 3 Nor., and I had to lose over 20 bushels dockage on special binning the car, for the car came out that much short.

I thank you for your prompt service and your fairness and hope you will still urge farmers to ship over platform.

IRA B. BROWN.

Bienfait, Sask.

Cayley, Alta., Nov. 11th, 1908.

Grain Growers' Grain Co., Winnipeg.

Yours received some time ago in re. to car wheat. I might say that I am well pleased with the price and the promptness of the returns.

The two elevators at Cayley, one would not take it in on account of smut, and the other offered me 61 cents per bushel, so you see I got 17½c. a bushel for loading it in a car and shipping to you, which paid me well.

Thanking you for your promptness, I remain,

Yours truly, CHAS. H. BROWN.

While a penurious grocer was telling his new boy how careful he must be, a fly settled on a bag of sugar. The grocer caught it and threw it away. The boy then said—"If you want me to be careful, you are setting me a bad example." "Why?" asked the grocer. "Because," said the boy, "you have thrown that fly away without brushing the sugar off its feet."

THE QUESTION OF THE HOUR

GOVERNMENT OWNED ELEVATORS

In order that our readers may obtain an intelligent view of the situation in reference to the present storage capacity, we publish herewith a complete list of the elevators in the three provinces, giving the name of each station, the number of elevators at each station, the total capacity, the total wheat receipts at each station for the year ending 31st August last, and the average receipts at each station.

In view of the prominence of the storage for grain, in the public mind, and of its relationship to the continued progress of the West, we commend a careful consideration of those schedules.

Interested parties studiously circulate exaggerated reports of the amount of money invested in these elevators and the cost that a transfer from private owned elevators to Government ownership would involve, and it is of the utmost importance that the men who have already paid for these houses from the proceeds of their grain crops, and will have to pay for any outlay that may be necessary in assuming control of our storage facilities by the governments, should have some knowledge concerning the actual facts pertaining to the situation.

The outstanding feature of the figures given below, is the small average receipts at almost every point. Quite a number of farmers' elevators last season handled more wheat than the total receipts at over 50 per cent. of the shipping points. In some places there are four or five elevators doing the work that could easily be done by one. In another line, when business gets cut up too much, the ones not needed have to pull out. The elevator business has a way of its own. They get together and charge enough for the service rendered to make it pay—whether the receipts are large or small. The farmers have been paying the cost of maintenance, insurance, interest and sinking fund of many elevators whose annual receipts of grain did not amount to 5,000 bushels for some years.

Quite a number of these elevators have no value as a business concern, with the exception of what they are worth for old lumber. Their maintenance is a drain on the wealth producers, and the sooner the business interests are relieved of them the better for all concerned, with the single exception of the handful of men in Winnipeg who are the beneficiaries of the system.

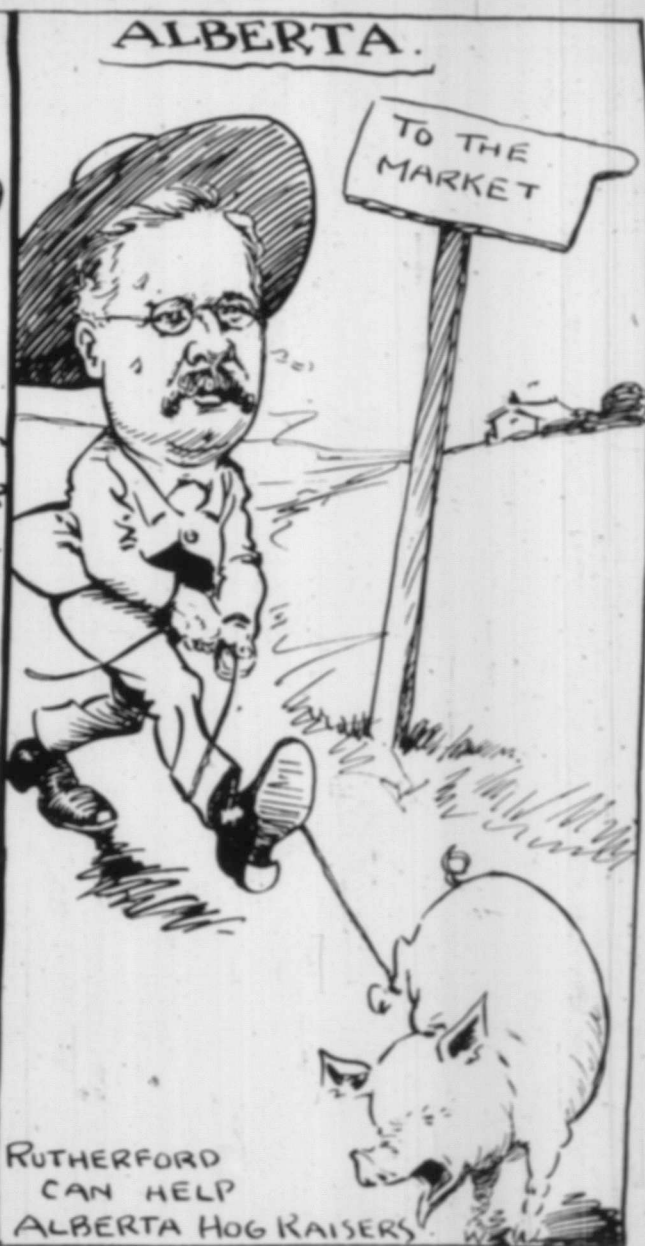
In a future issue we hope to be able to give an approximate estimate of the probable cost of establishing a government system, and in the meantime we would be glad to have expressions of opinion from some of our leading farmers and business men on the question.

MANITOBA

C. P. R. Shipping Points

Station.	Elevators.	Capacity.	Receipts.	Average.
Alexander	5	150,000	246,881	49,376
Altona	5	157,000	166,280	33,256
Arden	4	95,000	177,597	44,399
Arnaud	2	56,000	37,020	18,510
Arrow River	3	65,000	67,873	22,624
Austin	3	90,000	144,324	48,108
Bagot	1	25,000	14,600	14,600
Balmoral	1	22,000	6,974	6,974
Bardal	1	25,000	21,700	21,700
Basswood	4	97,000	10,744	2,686
Beausejour	1	10,000	15,028	15,028
Beresford	4	108,000	93,118	23,279
Binscath	5	146,000	65,216	13,043
Boissevain	5	196,000	182,932	36,586

Station.	Elevators.	Capacity.	Receipts.	Average.
Bradwardine	4	103,000	154,614	38,653
Birtle	4	103,000	98,564	24,641
Brandon	4	320,000	391,753	97,938
Brookdale	2	85,000	130,993	65,496
Burnside	2	50,000	41,611	20,805
Cameron	2	75,000	22,000	11,000
Carberry	5	135,000	106,800	21,360
Carey	1	30,000	29,665	29,665
Carman	6	174,000	146,542	24,423
Carnegie	2	69,000	71,246	35,623
Carroll	3	92,000	92,428	30,808
Cartwright	3	85,000	100,406	33,468
Chater	2	60,000	76,210	38,105
Clearwater	3	88,000	61,184	20,394
Coulter	1	30,000	11,782	11,782
Crandall	5	135,000	189,100	37,820
Crystal City	5	171,000	75,453	15,090
Culross	1	27,000	23,261	23,261
Cypress River	5	150,000	195,474	39,094
Dalry	2	70,000	75,852	37,926
Darlingford	4	115,000	121,678	30,419
Deleau	2	30,000	56,354	28,177
Deloraine	5	128,000	247,623	49,524
Dominion City	3	80,000	97,940	32,646
Douglas	3	91,000	153,064	51,021
Dufrost	1	25,000	21,452	21,452
Edrans	1	25,000	14,215	14,215
Ebor	1	30,000	37,751	37,751
Elkhorn	4	81,000	172,567	43,141
Elm Creek	3	70,000	95,832	31,944
Elva	4	105,000	133,729	33,432
Fannystelle	1	25,000	22,364	22,364
Findlay	1	23,000	18,518	18,518
Forrest	3	58,000	119,030	39,506
Foxwarren	4	100,000	45,525	11,381
Franklin	5	107,000	94,990	19,198
Gladstone	2	50,000	106,906	53,453
Glenboro	5	156,000	194,992	38,998
Goodlands	4	113,000	157,642	39,410
Gretna	7	173,000	157,943	22,563
Griswold	6	196,000	268,216	44,702
Hamiota	6	150,000	264,811	44,135
Harding	3	77,000		
Harrowby	1	30,000	8,307	8,307
Hartney	5	185,000		
Hargrave	3	85,000	112,323	37,441
Headingly	1	10,000	11,459	11,459
High Bluff	4	116,000	148,478	37,119
Holland	6	164,000	246,291	41,049
Holmfield	3	85,000	45,976	15,325
Kaleida	2	60,000	49,804	24,902
Kelloe	3	82,000	35,951	11,983
Kemnay	2	70,000	81,649	40,824
Kenton	4	116,000	154,897	38,724
Keyes	3	50,000	44,424	14,801
Killarney	5	140,000	111,982	22,396
Kirkella	1	27,000	11,916	11,916
Landsker	1	50,000	60,197	60,197
La Rivere	3	93,000		
La Salle	3	75,000	32,192	10,730
Lauder	4	115,000	185,330	46,332
Lenore	4	116,000	132,966	33,241
Lyleton	3	89,000	18,467	9,155
Manitou	5	195,000	135,889	27,179
Manson	1	30,000	18,440	18,440
Mather	3	82,000	124,423	41,474
Medora	4	97,000	123,131	30,782
Melburne	1	25,000	8,311	8,311



A JOB WAITING FOR EVERYBODY—Even the meanest things (not excepting politicians) have their uses. A weed is nothing but a useful plant, the public virtues of which have not yet been discovered.

Station	Elevators	Capacity	Receipts	Average	Station	Elevators	Capacity	Receipts	Average
Melita	5	136,000	387,156	77,431	Adelphia	1	10,000	35,682	11,894
Menteith	1	25,000	37,750	37,750	Altamont	3	89,000	28,026	14,013
Millwood	1	25,000	40,603	20,301	Argus	2	53,000	18,627	9,313
Methven	2	71,000	160,951	40,237	Ashdown	2	40,000	24,409	24,409
Minota	4	110,000	131,074	26,214	Ashville	1	25,000	66,328	22,109
Minnedosa	5	120,000	69,632	69,632	Baldur	3	76,000	50,768	25,384
Moore Park	1	25,000	123,780	17,682	Beaver	2	31,000	78,469	26,156
Morden	7	212,000	82,049	27,349	Belmont	3	86,000	22,634	11,317
Morris	3	89,000	97,075	13,537	Benito	2	55,000	57,633	28,816
Mowbray	2	60,000	13,882	6,941	Berton	2	50,000	63,201	31,600
Macdonald	2	40,000	107,953	35,984	Birnie	2	57,000	68,645	68,645
Macgregor	3	71,000	42,754	21,377	Brandon	1	15,000	36,186	36,186
McAuley	2	50,000	10,495	10,495	Brunkild	1	32,000	31,679	31,679
McTavish	1	25,000	189,257	37,851	Cardinal	1	25,000	11,856	11,856
Napinka	5	138,000	78,496	29,248	Carman	1	32,000	1,026	1,026
Naples	2	85,000	197,620	65,873	Christies	1	26,000	27,879	6,363
Neepawa	3	148,000	43,595	21,797	Clanwilliam	4	125,000	234,692	46,938
Nesbitt	2	54,000	134	33	Dauphin	5	106,000	68,385	34,192
Newdale J.	4	107,000	100,782	20,156	Dunrea	2	52,000	5,338	5,338
Ninga	5	125,000	47,427	23,713	Durban	1	26,000	71,118	23,706
Niverville	2	40,000	286,805	71,700	Eden	3	84,000	249,633	49,926
Oak Lake	4	129,000	158,500	31,700	Elgin	5	148,000	34,966	34,966
Oak River	5	150,000	72,932	36,466	Elk	1	32,000	42,998	42,998
Oberon	2	79,000	40,111	40,111	Elliotts	1	25,000	7,112	3,556
Otterburne	1	14,000	69,494	34,747	Elphinstone	2	40,000	5,774	5,774
Pendennis	2	52,000	79,069	26,356	Emerson	2	70,000	6,116	6,116
Pettapiece	3	94,000	58,667	14,666	Enterprise	1	30,000	61,720	20,573
Pierson	4	96,000	185,600	37,120	Ethelbert	3	75,000	31,301	31,301
Pilot Mound	5	190,000	117,904	39,301	Fairfax	1	30,000	15,098	15,098
Pipestone	3	83,000	60,148	10,024	Fairview	1	32,000	18,493	9,246
Plum Coulee	6	67,000	11,139	11,139	First Siding	1	65,000	135,599	25,119
Poplar Point	1	25,000	289,807	72,451	Fotherby	2	55,000	53,061	17,687
Portage la Prairie	4	286,000	47,912	15,970	Gilbert Plains	5	129,000	106,906	106,906
Purves	3	85,000	79,029	26,343	Giroux	3	50,000	39,921	19,960
Rapid City	3	80,000	223,326	55,831	Gladstone	1	30,000	8,105	8,105
Rathwell	4	113,000	182,656	45,664	Glenella	2	50,000	11,867	5,933
Reston	4	11,000	7,012	7,012	Glenora	1	28,000	95,064	19,012
Rhodes	1	28,000	9,661	9,661	Golden Stream	2	25,000	42,305	21,152
Riverdale	1	25,000	114,589	22,917	Grandview	5	139,000	17,429	8,714
Rosenfeld	5	69,000	20,345	20,345	Grays	2	55,000	40,697	20,348
Rosser	1	25,000	10,101	10,101	Greenway	2	48,000	92,949	92,949
Routledge	1	12,000	42,925	8,585	Hallboro	2	52,000	40,119	13,373
Russell	5	105,000	1,125,861	1,125,861	Hartney	1	25,000	48,981	48,981
St. Boniface	1	150,000	25,004	25,004	Homewood	2	65,000	22,499	22,499
St. Claude	1	30,000	56,038	56,038	Hope Farm	1	21,000	16,197	16,197
Schwitzer Junction	1	25,000	87,392	12,484	Howden	1	35,000	6,220	6,220
Shoal Lake	7	191,000	52,082	17,360	Katrum	1	25,000	16,728	8,364
Sidney	3	51,000	6,562	3,281	Kelwood	1	25,000	17,962	17,962
Sinclair	2	59,000	110,651	22,130	Kenville	1	5,000	7,881	7,881
Snowflake	5	135,000	18,467	6,155	Laurier	1	5,000	20,350	20,350
Solsgrith	3	53,000	319,068	63,813	Lavenham	1	28,000	7,151	7,151
Souris	5	210,000	36,566	18,283	Lena	1	30,000	37,267	37,267
Starbuck	2	45,000	56,943	28,471	Letellier	3	68,000	95,922	23,980
Stockton	2	47,000	1,454	727	Lowe Farm	4	76,000	61,860	20,620
Stonewall	2	62,000	3,947	3,947	Marakoff	1	25,000	96,072	32,024
Strathclair	3	77,000	5,500	5,500	Makinak	3	43,000	46,716	23,358
Teulon	1	6,000	74,488	24,829	Margaret	3	77,000	18,537	9,268
Thornhill	3	61,000	36,155	36,155	Maricapolis	2	52,000	13,082	13,082
Tilston	1	25,000	16,119	16,119	Martinville	2	34,000	190,008	47,501
Treesbank	1	40,000	320,666	53,444	Methven Jet.	1	32,000	17,315	17,315
Treberne	6	170,000	26,384	13,192	Miami	4	120,000	70,285	23,428
Varcoe	2	16,000	319,612	53,268	Minitonas	1	25,000	20,613	20,613
Viriden	6	178,000	175,847	45,961	Minto	3	82,000	142,925	47,641
Waakada	4	110,000	132,851	66,425	Morris	1	31,000	16,338	16,338
Wellwood	2	55,000	51,899	25,949	Myrtle	3	72,000	30,342	15,171
Wheatland	2	65,000	4,215	4,215	McCreary	1	5,000	10,191	10,191
Whitemouth	1	10,000	101,778	25,444	Neelin	1	25,000	307	307
Whitewater	4	92,000	231,134	28,891	Ninette	1	25,000	66,570	33,285
Winkler	8	248,000	26,024	4,337	Oak Bluff	1	32,000	44,128	44,128
Woodbay	2	60,000	12	12	Oakland	2	50,000	16,338	16,338
Winnipeg	6	106,000	14,574,600	4,337	Oakville	2	49,000	15,171	15,171

TOTALS
Stations 153
Elevators 462
Warehouses 12
Capacity 14,574,600

Station
Ochre River
Ogilvie
Orville
Petrel
Pleasant Pt
Pleasant Pt
Pratt
Ridgeville
Riding Mou
Roblin
Roland
Rosebank
Rosburn
Rossendale
Rounthwaite
St. Anne
St. Agathe
St. Boniface
St. Jean
Sanford
Searth
Sifton
Silver Plain
Smiths
Somerset
Sperling
Springhill
Stephensfield
Swan Lake
Swan River
Underhill
Union Point
Valley River
Vista
Wakopa
Wawanesa
Willow Rang
Winnipeg
Stations 111
Station
Alcester
Bannerman
Bergman
Beverley
Boissevain
Carman
Desford
Dunn
Fairburn
Graham
Gretna
Hayfield
Heaslip
Kronsgart
Minto
McKelvie
Plum Coulee
Roland
Station 18
C.P.R.
C.N.R.
Midland and I

Station.	Elevators.	Capacity.	Receipts.	Average.	Deduct—	
Ochre River...	1	25,000	11,238	11,238	37 mill elevators	1,452,600
Ogilvie ...	2	38,000	39,349	19,674	10 Ele. Wpg. and St. Boniface.....	1,885,000
Orrville ...	1	35,000	21,299	21,299		3,337,600
Petrel... ..	1	25,000	33,800	33,800		
Pleasant Point... ..	1	30,000	57,981	7,981		
Plimas	4	74,000	99,018	24,754		
Pratt	1	3,000	37,875	37,875		
Ridgeville	2	67,000	101,113	50,556		
Riding Mountain	1	8,000	4,100	4,100		
Roblin... ..	3	75,000	2,360	2,360		
Roland	4	125,000	185,116	46,279		
Rosebank	4	111,000	166,826	41,706		
Rossburn	2	55,000	2,180	1,090		
Rossendale	1	25,000	42,204	42,204		
Rounthwaite	2	54,000	8,742	8,742		
St. Anne	1	8,000	19,784	19,784		
St. Agathe	1	15,000	88,814	88,814		
St. Boniface	2	600,000	1,125,861	562,930		
St. Jean... ..	2	36,000	52,032	26,016		
Sanford	1	32,000	33,854	33,854		
Scarth	1	20,000	51,568	51,568		
Sifton	1	25,000	41,165	41,165		
Silver Plains	1	15,000	5,375	5,375		
Smiths	1	25,000	18,999	18,999		
Somerset	3	83,000	17,457	5,818		
Sperling... ..	4	117,000	123,194	30,798		
Springhill	1	25,000	8,986	8,986		
Stephenfield	1	28,000	32,693	32,693		
Swan Lake... ..	3	78,000	48,646	16,215		
Swan River	3	75,000	11,316	3,772		
Underhill	3	105,000	146,419	48,806		
Union Point	1	6,000				
Valley River	2	33,000	25,558	12,779		
Vista	1	30,000	258	258		
Wakopa	1	30,000	11,578	11,578		
Wawanesa	3	83,000	132,550	44,183		
Willow Range	1	20,000	41,685	41,685		
Winnipeg	1	75,000	189,949	168,849		

TOTAL RECEIPTS / 22,696,278. 17,678,000

SASKATCHEWAN

C. P. R. Shipping Points

Station.	Elevators.	Capacity.	Receipts.	Average.
Abernethy	5	138,000	106,694	
Alameda... ..	4	114,000	91,991	22,997
Antler	3	75,000	279,706	93,235
Balcarres	3	90,000	46,102	15,367
Balgonie	6	177,000	116,544	19,424
Belbeck	1	60,000		
Belle Plaine	3	87,000	80,189	26,729
Bender	1	25,000	11,094	11,094
Bienfait	2	55,000	42,082	21,041
Boharm	3	90,000	221,179	73,726
Bredenbury	1	30,000	7,593	7,593
Broadview	3	76,000	59,145	19,715
Bulyea	1	30,000	34,416	34,416
Burrows	1	27,000	555	555
Carievale	4	93,000	156,575	39,143
Carlyle	6	176,000	97,958	16,326
Carnduff... ..	5	120,000	302,490	60,498
Caron	4	127,000	340,623	85,155
Churchbridge	2	75,000	6,687	3,343
Creelman	3	80,000	61,783	20,594
Cupar	3	60,000	84,810	28,270
Drinkwater	4	115,000	91,473	22,868
Dubuc	2	60,000	49,523	24,761
Duval	2	65,000	67,002	33,501
Dysart	1	25,000	20,465	20,465
Earl Grey	2	60,000	54,247	27,123
Esterhazy	5	148,000	107,472	21,494
Estevan	5	97,000	137,631	27,526
Fairlight	1	25,000	15,259	15,259
Fillmore	4	121,000	151,319	37,829
Fleming	4	113,000	127,899	31,994
Forget	4	111,000	53,926	13,481
Francis	4	118,000		
Frobisher	4	128,000	61,603	15,400
Gainsboro	5	111,000	111,885	22,377
Glen Ewen	6	156,000	206,491	34,415
Govan	2	64,000	132,487	66,243
Grand Coulee	5	140,500	157,539	31,507
Grayson	2	55,000	48,437	24,218
Grenfell	6	214,000	178,185	29,699
Halbrite	4	118,000	168,518	42,129
Hazelcliffe	2	60,000	13,829	6,914
Herbert	1	15,000	56,000	56,000
Heward	3	83,000	104,891	34,963
Hirsch	2	73,000	26,351	13,175
Hitchcock	1	32,000	40,882	40,882
Indian Head	10	348,000	503,910	50,391
Kennedy	2	55,000	31,637	15,818
Killaly	1	24,000	25,563	25,563
Kisbey	4	97,000	108,239	27,059
Kronan	3	85,000	100,079	33,359
Lajord	3	83,000	56,268	18,756
Lang	3	123,000	62,628	20,876
Langenburg	3	93,000	28,157	9,385
Lanigan	2	55,000	30,485	15,242
Lemberg	3	79,000	69,083	23,027
Lipton	2	50,000	51,858	25,929
Lockwood	1	30,000	8,078	8,078
Macoun	5	123,000	126,770	25,354
Manor	5	149,000	73,104	14,620
Markinch	2	49,000	56,261	28,130
Maryfield	2	60,000	37,598	18,799
Midale	3	78,000	108,672	36,224
Milestone	4	119,000	126,569	31,642
Moose Jaw	5	168,000	399,918	79,983

TOTALS.

Stations.	Elevators.	Warehouses.	Capacity
111	205	8	5,921,000

MIDLAND POINTS

Station.	Elevators.	Capacity.	Receipts.	Average.
Alcester	1	25,000	37,976	37,976
Bannerman	1	25,000	31,063	31,063
Bergman	1	25,000	38,931	38,931
Beverley	1	30,000	27,761	27,761
Boissevain	1	30,000	69,891	69,891
Carman	1	30,000	25,595	25,595
Desford	1	30,000	58,389	58,389
Dunn	1	30,000	21,066	21,066
Fairburn... ..	1	25,000	62,530	62,530
Graham	1	25,000	69,718	69,718
Gretna	1	30,000	35,190	35,190
Hayfield	1	30,000	93,367	93,367
Heaslip	1	30,000	60,236	60,236
Kronsgart	1	25,000	49,578	49,578
Minto... ..	1	30,000	39,694	39,694
McKelvie... ..	1	30,000	31,707	31,707
Plum Coulee	1	40,000	109,195	109,195
Roland	1	30,000	53,786	53,786

TOTALS.

Stations.	Elevators.	Capacity.
18	18	520,000

TOTAL FOR MANITOBA.

Stations.	Elev.	Wareh's	Capacity
C.P.R.	153	462	14,574,600
C.N.R.	111	205	5,921,000
Midland and B. & S.	18	18	520,000
	282	685	21,015,600

Station.	Elevators.	Capacity.	Receipts.	Average.	Station.	Elevators.	Capacity.	Receipts.	Average.
Moosomin	6	198,000	294,703	49,118	Disley	2	65,000	41,090	20,545
Mortlach	2	50,000	156,371	78,185	Duck Lake	1	25,000	56,852	56,852
McLean	3	85,000	32,220	10,740	Dundurn	3	88,000	177,204	59,068
McTaggart	3	85,000	220,500	73,500	Fielding	2	65,000	33,543	16,771
Neudorf	3	85,000	39,761	13,253	Girvin	2	55,000	42,192	21,096
Nokomis	2	45,000	67,540	33,770	Hague	4	120,000	119,131	29,782
North Portal	3	66,000	71,820	23,940	Hanley	4	115,000	332,887	83,221
Oakshela	1	25,000	9,962	9,962	Howell	1	20,000	59,769	59,769
Orcadia	2	51,000	5,899	2,949	Humbolt	2	55,000	12,344	6,172
Osage	4	111,000	109,714	27,428	Kamsack	2	29,000	7,772	3,886
Pasqua	3	90,000	99,608	33,202	Kenaston	1	20,000	9,277	9,277
Pense	4	129,000	237,621	59,405	Kinistino	2	50,000	12,531	6,265
Pilot Butte	2	50,000	25,495	12,747	Langham	4	116,000	115,441	28,860
Percival	1	25,000	4,000	4,000	Lashburn	2	45,000	6,170	3,085
Qu'Appelle	6	157,000	252,921	42,180	Lloydminster	3	45,000		
Ralph	1	10,000	5,250	5,250	Lumsden	4	118,000	317,910	79,479
Red Jacket	3	74,000	47,049	15,683	Maidstone	1	25,000	6,911	6,911
Redvers	4	115,000	94,944	23,736	Maymont	1	30,000	63,672	63,672
Regina	5	185,000	160,041	32,008	Melfort	4	105,000	37,922	9,480
Richardson	1	30,000	6,848	6,848	Muenster	3	60,000	7,286	2,428
Rocanville	5	135,000	119,689	23,937	North Battleford	2	50,000	60,157	30,078
Rokeby	4	120,000	16,561	4,140	Oliver	1	30,000		
Rouleau	4	132,000	185,063	46,265	Osler	2	50,000	48,606	24,303
Saltcoats	4	115,000			Paskwegin	1	25,000	897	897
Sedley	3	83,000	91,164	30,388	Paynton	1	25,000	6,571	6,571
Sheho	1	35,000	3,829	3,829	Prince Albert	2	46,000	57,412	28,706
Sintaluta	7	224,000	216,637	30,948	Quill Lake	2	50,000	7,433	3,716
Southey	1	30,000	30,988	30,988	Raddisson	3	75,000	156,479	52,159
Springside	2	50,000	11,023	5,511	Rosthern	9	280,000	277,451	30,827
Stockholm	2	53,000	39,083	19,541	Ruddell	2	45,000	32,421	16,210
Stoughton	3	88,000	122,611	40,870	Saskatoon	4	110,000	529,167	132,291
Strassburg	3	93,000	79,220	26,406	Star City	2	55,000	5,559	2,779
Summerberry	3	97,000	58,914	19,638	Tisdale	1	25,000	22,891	22,891
Swift Current	1	30,000	66,368	66,368	Togo	2	50,000	370	185
Tantallon	3	78,000	38,158	12,719	Veregin	1	30,000	2,482	2,482
Theodore	2	70,000	10,464	5,232	Vonda	2	45,000	86,433	43,216
Tuxford	4	153,000	315,858	78,964	Wadena	2	57,000	8,990	4,495
Tyvan	3	90,000	66,424	22,141	Warman	1	30,000	6,230	6,230
Walpole	1	25,000	29,826	29,826	Watson	2	58,000	6,670	3,335
Wapella	5	159,000	145,899	29,179	Wentworth	1	25,000	2,085	2,085
Wauchope	2	60,000	28,356	14,178					
Wawota	2	55,000	16,706	8,353					
Welwyn	3	80,000	87,378	29,126					
Weyburn	6	178,000	319,764	53,294					
Whitewood	4	103,000	128,418	32,104					
Wilcox	3	90,000	37,891	12,630					
Windthorst	2	65,000	26,233	13,116					
Wolseley	7	185,000	256,828	36,689					
Yellow Grass	4	117,000	280,430	70,107					
Yorkton	8	250,000	100,593	12,574					

TOTALS.

Stations.	Elevators.	Warehouses.	Capacity.
118	379	5	11,186,500

C. N. R. POINTS

Station.	Elevators.	Capacity.	Receipts.	Average.
Aberdeen	3	80,000	83,880	27,960
Aylesbury	2	55,000	81,599	40,799
Battleford	1	36,000	6,947	6,947
Bethune	1	25,000	23,953	23,953
Birch Hills	1	25,000	3,352	3,352
Bladworth	2	66,000	50,577	25,288
Borden	2	45,000	90,401	45,200
Bresaylor	1	25,000	23,383	23,383
Bruno	2	50,000	16,513	8,256
Buchanan	2	55,000	7,741	3,870
Canora	4	105,000	26,629	6,657
Condie	4	128,000	127,826	31,706
Craik	2	58,000	85,374	42,687
Craven	3	95,000	85,303	28,434
Dalmeny	3	90,000	56,015	18,671
Dana	2	50,000	28,021	14,010
Davidson	4	90,000	268,452	67,113
Denholm	1	4,000	6,168	6,168

TOTALS.

Stations.	Elevators.	Warehouses.	Capacity.
58	129	3	3,480,000

TOTAL RECEIPTS—15,371,892.

TOTAL SASKATCHEWAN.

Stations.	Elevators.	Warehouses.	Capacity.
C.P.R.	118	379	11,186,500
C.N.R.	58	129	3,480,000
Total	176	508	14,666,500

Deduct—

12 Mill Elevators C.P.R.	377,000
6 Mill Elevators C.N.R.	190,000
	567,000

14,089,500

ALBERTA

C. P. R. Shipping Points

Station.	Elevators.	Capacity.	Receipts.	Average.
Aldersyde	1	30,000	17,561	17,561
Alix	1	12,500	578	578
Bawlf	1	35,000	837	837
Bittern Lake	1	35,000		
Bowden	1	30,000	1,063	1,063
Brocket	3	40,000		
Calgary	4	455,400	103,960	25,990
Camrose	2	65,000	4,246	2,123
Carstairs	1	30,000	2,927	2,927
Cayley	1	30,000	41,256	41,256
Chigwell	1	30,000	338	338
Claresholm	3	105,000	358,991	119,663
Coaldale	1	4,000	38,192	38,192
Cowley	2	35,000	14,503	7,251

Crossfield
Daysland
Didsbury
Ellerslie
Granum
High River
Innisfail
Irvine
Lacombe
Langdon
Leduc
Lethbridge
Medicine H
Millet
Macleod
Nanton
Ohaton
Okotoks
Olds
Penhold
Pincher
Ponoka
Red Deer
Staveley
Stettler
Strathcona
Strome
Wetaskiwin

Stations.

41
Chipman
Edmonton
Fort Saskat
Lamont
Lavoy
Morinville
Mundare
Raith
St. Albert
Spruce Grov
Stoney Plair
Vegreville

Stati

11
AL
Station.
Bradshaw
Cardston
Magrath
Raley
Raymond
Spring Coule

Static

6
C.P.R.
C.N.R.
Alb. Ry.

Deduct—

C.P.R. Mill F
C.N.R. Mill F
Alb. R. Mill

Station	No. of Elevators	Capacity	Station	No. of Elevators	Capacity
Crossfield	1	30,000	Arden	1	25,000
Daysland	1	15,000	Austin	1	40,000
Didsbury	4	140,000	Birtle	1	25,000
Ellerslie	1	10,000	Boissevain	2	90,000
Granum	3	90,000	Brandon	3	285,000
High River	3	12,000	Carberry	1	35,000
Innisfail	1	35,000	Carman	1	6,000
Irvine	1	30,000	Gladstone	1	40,000
Lacombe	3	82,000	Glenboro	1	40,000
Langdon	1	30,000	Gretna	1	12,000
Leduc	3	95,000	Griswold	1	60,000
Lethbridge	3	10,000	Hamiota	1	20,000
Medicine Hat	1	60,000	Hartney	1	30,000
Millet	1	30,000	Headingly	1	10,000
Macleod	1	30,000	Holmfield	1	28,600
Nanton	2	60,000	Melita	1	25,000
Ohaton	2	30,000	Neepawa	1	45,000
Okotoks	3	52,000	Oak Lake	1	60,000
Olds	1	30,000	Pilot Mound	1	60,000
Penhold	2	38,000	Portage la Prairie	3	253,000
Pincher	3	90,000	Sidney	1	9,000
Ponoka	2	50,000	Souris	1	75,000
Red Deer	2	33,000	Stonewall	1	40,000
Staveley	2	60,000	Virden	1	15,000
Stettler	1	30,000	Winkler	1	8,000
Strathcona	4	223,000	Treherne	1	1,000
Strome	1	10,000			
Wetaskiwin	6	205,000			
TOTALS.					
Stations.	Elevators.	Warehouses.	Capacity.		
41	75	6	2,714,900	31	1,337,600

**MILL ELEVATORS
MANITOBA: C. P. R. POINTS**

Station	No. of M.E.	Capacity
Arden	1	25,000
Austin	1	40,000
Birtle	1	25,000
Boissevain	2	90,000
Brandon	3	285,000
Carberry	1	35,000
Carman	1	6,000
Gladstone	1	40,000
Glenboro	1	40,000
Gretna	1	12,000
Griswold	1	60,000
Hamiota	1	20,000
Hartney	1	30,000
Headingly	1	10,000
Holmfield	1	28,600
Melita	1	25,000
Neepawa	1	45,000
Oak Lake	1	60,000
Pilot Mound	1	60,000
Portage la Prairie	3	253,000
Sidney	1	9,000
Souris	1	75,000
Stonewall	1	40,000
Virden	1	15,000
Winkler	1	8,000
Treherne	1	1,000
TOTALS.		
	31	1,337,600

C. N. R. POINTS

Station	No. of Elevators	Capacity
Chipman	1	35,000
Edmonton	6	270,000
Fort Saskatchewan	2	70,000
Lamont	2	55,000
Lavoy	1	30,000
Morinville	1	40,000
Mundare	3	85,000
Raith	1	30,000
St. Albert	1	30,000
Spruce Grove	1	35,000
Stoney Plains	2	65,000
Vegreville	3	85,000
TOTALS.		
Stations.	Elevators.	Capacity
12	24	830,000

C. N. R. POINTS

Station	No. of M.E.	Capacity
Dauphin	1	10,000
Emerson	1	15,000
Gilbert Plains	1	25,000
Swan Lake	1	20,000
Swan River	1	25,000
Wawanesa	1	20,000
St. Boniface	1	500,000
Winnipeg	1	75,000
TOTALS.		
	8	690,000

**SASKATCHEWAN
C. P. R. Points**

Station	No. of M.E.	Capacity
Carnduff	1	25,000
Esterhazy	1	15,000
Gainsboro	1	8,000
Grenfell	1	40,000
Markinch	1	24,000
Moose Jaw	1	65,000
Moosomin	1	25,000
Qu'Appelle	1	20,000
Regina	1	25,000
Saltcoats	1	60,000
Whitewood	1	25,000
Yorkton	1	45,000
TOTALS.		
	12	377,000

ALBERTA RAILWAY POINTS

Station	Elevators	Capacity	Receipts	Average
Bradshaw	1	30,000	18,476	18,476
Cardston	2	49,000	53,536	26,768
Magrath	2	66,000	183,986	91,993
Raley	2	45,000	105,500	52,750
Raymond	1	36,000	117,155	117,155
Spring Coulee	2	48,000	70,069	35,034
TOTALS.				
Stations.	Elevators.	Capacity.		
6	10	274,000		

TOTAL ALBERTA.

Stations.	Elevators.	Warehouses.	Capacity.
C.P.R.	41	6	2,714,900
C.N.R.	12	24	830,000
Alb. Ry.	6	10	274,000
Deduct—			
	59	109	3,818,900

Capacity

C.P.R. Mill Elevators	10	805,400
C.N.R. Mill Elevators	3	145,000
Alb. R. Mill Elevators	2	72,000
		1,022,400
		2,796,500

C. N. R. POINTS

Station	No. of M. E.	Capacity
Battleford	1	36,000
Lumsden	1	33,000
Marfot	1	30,000
Prince Albert	2	46,000
Saskatoon	1	45,000
TOTALS.		
	6	190,000
		377,000
		Total 567,000

ALBERTA C. P. R. POINTS

Station.	No. of M. E.	Capacity.
Calgary	4	455,400
Didsbury	1	40,000
Lethbridge	1	40,000
Medicine Hat	1	60,000
Strathcona	2	170,000
Wetaskiwin	1	40,000
	10	805,400

C. N. R.

Edmonton	5	145,000
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ALBERTA RY.

Magrath	1	36,000
Raymond	1	36,000
	2	72,000

BRITISH COLUMBIA

Armstrong	1	120,000	66,650	66,650
Enderby	1	50,000	98,000	98,000
Vancouver	1	100,000	148,456	148,456
Vernon	2	6,000	33,648	16,824
		276,000	346,754	329,930

SUMMARY OF PROVINCES.

	Stns.	Elevs.	W'h's.	Capacity.
Manitoba	282	685	20	21,015,600
Saskatchewan	176	508	8	14,666,500
Alberta	59	109	6	3,818,900
British Columbia	4	3	4	276,000
Total	521	1305	36	39,777,000

ONTARIO TERMINALS.

Stations.	No. of Elev.	Capacity.
Fort William	7	9,258,700
Port Arthur, C.P.R.	1	800,000
Keewatin, C.P.R.	2	1,200,000
Kenora, C.P.R.	1	500,000
Port Arthur, C.N.R.	2	7,000,000
Total	13	18,758,700

WHAT THE GREAT NORTHERN DOES FOR THE GRAIN GROWER

An incident which is causing quite a flutter in the grain trade, and which sets forth with noonday clearness how the grain trade of this country is controlled, and reveals with lurid light the losses the country sustains through the combination of interests that handle it, is the prices that are paid for that part of our wheat that reaches the markets through American channels.

It is well known that since the advent of the Great Northern Railway into Manitoba, wheat buyers on that road are paying higher prices to the producers for their purchases than are paid by buyers in adjacent territory on other railroads. This year, due to the manipulators on the Winnipeg Grain Exchange being able to create conditions (by the methods outlined in our September issue) whereby they were able to secure the new crop at from 10 to 12 cents below what it was actually worth, based on the world's market. The McCabe people, who are the principal wheat buyers on the Great Northern in Manitoba, had a larger margin to work on than formerly, and in order to get a larger volume of business and draw grain to their elevators from a wider area, they paid a larger premium over Winnipeg buyers than in former years, dividing that premium partly in a higher price and partly in better grades. On August 28th, the first day new wheat was quoted on the Winnipeg market, old wheat

was sold at \$1.11 and new wheat at \$1.00 in store Fort William and Port Arthur. Some farmers in the Roland district sold their crop of new wheat at Roland for shipment over the Great Northern, for \$1.11 that day, while any farmer who sold to the Winnipeg combination had to accept \$1.00 per bushel.

Now the Winnipeg Grain Dealers, and their allies the Railroads, are up in arms. Not only are they losing the wheat that is going out via the Great Northern, but they are forced to pay higher prices at points within reasonable distance of the G.N.R. The intervention of Customs Officials and Inspectors is being invoked to prevent this inroad on their preserves.

As on former occasions, when the operations of the system were exposed to the public gaze, explanations are forthcoming. And as on former occasions the explanations are more difficult for the man on the street to understand than the matter to be explained. The following, taken from the Elgin "Banner," which has the earmark of being inspired by a grain dealer, is in its way ingenious, but weak and indefinite:

"To begin with, Inspector Horne went to Duluth to find out what happened this Canadian wheat that came through in bond. As soon as he left Winnipeg, orders flashed over the G.N. wires, saying that no Canadian wheat was to be shipped into Duluth while he was there, and so it was all tied up in transit. As a result Mr. Horne's visit did not reveal much. It appeared, however, that almost all wheat graded 1 or 2 Northern on the G. N. railway branches in Manitoba. A week ago Wednesday, we understand, a grain inspector visited Minto to investigate. As a result it was found that elevators on the G.N. were paying track price for street wheat and grading high. The reason why they could grade high was because that wheat can be milled in the States while going through in bond, and naturally when ground there is no trace left of what grade the wheat was originally. Not so with Manitoba wheat going to lake terminals by Canadian routes. All this wheat is graded at Winnipeg by government inspectors before being milled. On the G.N. lines running to the States, samples of each car has to be sent to the inspector at Winnipeg for grading, and while this was done, probably by the time the grading was returned the wheat would be purchased as one Northern, shipped to the mills and was being ground."

All of which is mere twaddle. The facts are that all grain shipped from Manitoba to Duluth is bonded at the boundary; manifested by a Canadian and United States custom official; received at and shipped out of Duluth similarly manifested.

Much is being said of the probability of Manitoba wheat being mixed with inferior wheat in transit via Duluth. We are assured by Mr. Horne that inspections of Manitoba wheat going to Duluth are identically the same as at Winnipeg; that it is no more possible to dilute the grades at Duluth than at Fort William and Port Arthur, and we are disposed to accept his statement rather than that of people whose interests lie in beclouding the issue rather than stating the facts. Some of the same people are interested in the terminal elevators at Duluth and our own lake front. If they violate the law at Duluth, they are liable to do the same thing at Port Arthur and Fort William. If they can evade the vigilance of the Government officials at Duluth there is nothing to prevent them doing the trick on the Canadian side.

Then again in the same article:

"So much for the high grading. As regards the price of the wheat being higher than here for the same grade, 1 Northern, no one seems to be able to give a good explanation. But the situation seems to simmer down to this: the McCabe Elevator Co., that practically controls the grain trade on the G.N. lines in Manitoba, is apparently largely held by J. J. Hill in his wife's name. Everyone knows that J. J. Hill and associates own the Great Northern. It is therefore equally plain that he

doesn't care other words drops money or cuts the for the grain pocket, if he He could h way was in

Evidently as to the c between the it possible t of the "int explanation age mind to

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Mr. R. McK
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Dear Mr. Premier Rutl am sorry to attend on the suit Premier on the 6th, latter part c the meeting f

I am wor have the Mil vices attend, connection I l itoba, as Pre Let me hear f to have the 3

Early in a conference and Alberta, Postponed on of Manitoba retary of the ing of the C with failure f

No doubt "strenuous l' they could fi confer with tl ations of the

doesn't care into which pocket the revenue goes. In other words, it does not make any difference whether he drops money on the grain and gets the freight receipts, or cuts the freight rate in order to give a higher price for the grain. In either case he is putting money in his pocket, if he can get the wheat travelling over his lines. He could hustle the cars wherever wanted and in this way was in better position to pay a higher price.

Evidently the Editor's informer was in the "know" as to the community of interest that sometimes exists between the railroads and the elevator officials. Were it possible to scrutinize the dividend bearing certificates of the "interests" employed in handling our grain, an explanation of some things that are difficult for the average mind to understand, might be forthcoming.

But to the grain grower, the most interesting part of the "Banner's" article is the following:

"But the story does not end yet, as the situation on the G.N. has reflected on the Elgin market, causing a rise in price. Elgin and Minto markets are now on an equal footing, the same prices being paid.

"The buyers here made representations to their companies that unless something was done, 40 to 60 per cent. of the wheat that should come to Elgin would go to the G.N. At any rate "something" was done, for on Wednesday last street price jumped up 6 cents, in spite of the fact that the market only advanced 2c. Track price also advanced a little every day until now the prices paid are equal to G.N. prices."

The farmers who market their wheat at Elgin get 6c. a bushel more for it because they are within eleven miles of the Great Northern Railway. The business interests of Elgin have 6 cents a bushel more for the wheat marketed there, distributed amongst them, which last year amounted to one-quarter million bushels, that would otherwise go to fatten the coffers of men who perform no useful function in human economy.

THE INTERPROVINCIAL COUNCIL

Office of the Inter-Provincial Council,

Calgary, Alta., Oct. 31st, 1908.

Mr. R. McKenzie,

Brandon, Man.

Dear Mr. McKenzie,—As I wired you on Oct. 28th, Premier Rutherford could not attend on the 3rd, and I am sorry to say that neither of the other Premiers could attend on the 9th, which is the earliest date that would suit Premier Rutherford. Mr. Roblin is leaving Winnipeg on the 6th, and does not expect to get back until the latter part of the month, so I am endeavoring to call the meeting for Tuesday, Nov. 24th.

I am wondering if it would not be a good idea to have the Ministers of Agriculture of the different provinces attend, as well as the Premiers. Of course, in this connection I know it would make no difference with Manitoba, as Premier Roblin is also Minister of Agriculture. Let me hear from you regarding whether you think it wise to have the Ministers of Agriculture attend or not.

Yours truly,

(Sgd.) M. D. GEDDES

Secretary.

Early in June, Premier Scott of Saskatchewan called a conference of the Premiers of Manitoba, Saskatchewan and Alberta, for the 29th of that month, which had to be postponed on account of the absence of Premier Roblin of Manitoba from the Province. The efforts of the Secretary of the Interprovincial Council to secure the meeting of the Conference since the postponement has met with failure from one cause or another.

No doubt our Premiers are busy men and lead the "strenuous life," but one would naturally expect that they could find an opportunity in FIVE MONTHS to confer with the Executive of the Grain Growers' Associations of the three Provinces on the best system of mar-

keting the staple product on which the country depends for its prosperity.

Speaker Cannon, of the United States Congress, curtly advised a delegation representing the United States farmers, which waited on the United States Minister of Agriculture last spring, for the purpose of having a change made in their system of grading wheat, "To go home and create sentiment. Evidently our Premiers tacitly give the Grain Growers' similar advice.

MINTO'S MIND

At a recent meeting of the Minto Grain Growers' Association the following resolution was unanimously passed, moved by John Scott, seconded by Walter Poffle:

That we, the Minto Grain Growers, heartily endorse the action of our central executive in urging the Dominion and Provincial Governments to inaugurate a system of government owned, and operated terminal and line elevators, and we hope they will persevere until success crowns their efforts.

There is an inexpressible charm to care-worn age in the hopes which can never more be its own, and the illusions which can never again lend a grace to existence. It is memory that makes the old indulgent to the young.

R. A. BONNAR

T. L. HARTLEY

W. THORNBURN

BONNAR HARTLEY & THORNBURN BARRISTERS, ETC.

P. O. Box 223
Telephone 766

OFFICES:
SUITE 7 HANTON BLOCK
WINNIPEG, Man.

MacLennan Bros.

504 Grain Exchange
Winnipeg

— WE HANDLE —

GRAIN

— OF ALL KINDS —

Selling Consignments

to Highest Bidder

Wiring Net Bids on Request

Liberal Advances

Write Us

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*Reduced Rate
December Excursions
to Eastern Canada
and European Countries
via
Canadian Northern Railway*

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Three Months Limit
Choice of Routes. Stop over Privileges
Information from any Canadian Northern Railway
Agent a Write*

*G. W. Cooper,
Asst General Passenger Agent
Can Nor Ry Dept B
Winnipeg Man.*

Signs held by caricatures:
 - "EVERYTHING WILL BE CONDUCTED TO YOUR SATISFACTION"
 - "WE WILL SEE YOUR TRAIN ARRIVES ON TIME"
 - "THE SERVICE ALL AROUND IS GOOD"
 - "WE CAN ALSO HANDLE YOUR FREIGHT"
 - "YOUR FARE WILL BE ACCOUNTED FOR TO REPAIR THE SERVICE"
 - "BEST OF EVERYTHING IN OUR DINERS. LONG-HIGH WIDE BERTHS FOR PLEASANT DREAMS"
 - "OUR EQUIPMENT IS OF HIGHEST STANDARD"
 - "QUICK EXPRESS SERVICES FOR YOUR XMAS PRESENTS"
 - "TICKETS FOR EVERYWHERE"
 - "WE OFFER CHOICE OF ALL THE ROUTES OF COMFORT AT LOWEST FARES"
 - "THE ALBERTA EXPRESS EQUON THE SASKATCHEWAN WITH THE BEST SLEEPING AND DINING CAR"

ARCH. DALEY

BONDED

GRAIN GROWERS

LICENSED

GRAIN GRAIN GRAIN

THE rush of marketing is on. **WHERE ARE YOU GOING TO SELL IT?** We just want to tell the farmers who read the Guide that the Elevator Buyers and scores of Bank Managers throughout the country, are doing everything possible to keep farmers from shipping grain to us, because we are a Farmers Company. **Are you helping them to hurt a Company,** of which many of you are members, by listening to their smooth talk and letting them have your grain? If you are, just stop and think it out. Are the Elevator Companies and Bankers your best friends? Hadn't you better support your own Company and build up an independent channel through which your grain can be put upon the markets of the world **Haven't you sold it through a combine long enough?** From the large quantities coming to us, **we can sell in large blocks,** which means better prices for our shippers. We also have a Claims Department and all claims are carefully looked after. Write us for our shipping instructions and prices. **Get wise and ship your grain to**

The Grain Growers' Grain Co. Limited

WINNIPEG

MANITOBA

TO ENFORCE GRAIN ACT

The impunity with which elevator men along the C.P.R. line from Edmonton to Macleod have disregarded the intent and purpose of the new grain act, cannot fail to call forth the greatest indignation on the part of all farmers who have grain to market. The elevator men could not have bank clerks and office boys sign for cars and then hand them over for the shipping of grain from the elevators without the connivance of the C.P.R. officials. The fact that they know what was being done and secretly combined with the elevator men to cheat the farmer out of his cars and to obviate the Grain Act, causes the farmers' righteous indignation to be hurled equally against them. The elevator men could not override the Grain Act without an accomplice, which in this case is the C.P.R., and an accomplice is equally culpable in the eyes of the law, and in many cases is the most at fault.

The Manitoba Grain Act has been a special boon to the farmer in getting out this season's grain crop. With 1907 a lean year, the farmer is very desirous of securing highest prices for his grain, and welcomes the opportunity afforded of ordering his own cars and shipping direct to the lake ports without having to pass through the middleman. This has been greatly appreciated by the farmer, and it is no wonder that he is exasperated by the methods employed by the elevator men, particularly at Granum and Claresholm, to deliberately break the law.

We are glad to notice that in the late revision of the Manitoba Grain Act the clauses against fraud in the matter of ordering cars have been made more pronounced and severe. And as the law stands, any person who buys or sells, accepts or transfers the use of a car, or who loads a car which has not been properly allotted to him; or who fraudulently has a name placed on a car order book, shall be liable to a penalty not greater than \$150 or less than \$25. It is hoped that this clause will

bring the violators to speedy justice and will help to prevent any further violation on the part of dishonest grain dealers.—Edmonton Bulletin.

BETTER DAIRY BUTTER

Not only all the farmers engaged in dairying as a business, but even those who will sell or trade a few pounds of butter to the grocer should be familiar with market requirement. The markets are vastly different in their demands from what they were a few years ago. Only a short time ago all those that had anything to do with buttermilk, considered it impossible to make butter from other than sour cream. It is said that this practice educated the farmers to the flavor produced in such cream. Even yet there is a fair demand for butter to quick high flavor, but the best trade is asking for something different, and they are willing to pay the difference in the price for it.

The butter that will bring the highest price anywhere in Canada is the butter of strictly sweet, mild, clean flavor, as nearly like that of clean flavor can only be produced from cream that is sweet and clean in flavor when delivered to the creamery. We should aim to suit the taste of the consumer. Each producer should ask himself if he is doing this, or, keeping the cream until it becomes sour, and thereby fitting it for a poorer market and lowering the price.

Those making butter on the farm should churn the cream when it is beginning to sour. Have it at the churning temperature at least two and one-half hours before churning. Find the temperature that will cause the cream to churn in twenty-five to thirty minutes. Stop churning while the butter is in granules of the size of wheat or peas. Draw off the buttermilk and add as much water as you have buttermilk at a temperature of from 54 to 56 degrees Fahrenheit. Agitate the butter granules in the water for three or four minutes, then draw off the water. If the butter is not clear or free from milkiness repeat the wash. Salt the butter in the granular form, then mix and leave two hours before working. Put up in neat one-pound packages, wrapped in parchment paper, neatly boxed or put in baskets.—Commercial.

THE GRAIN GROWERS' GRAIN COMPANY LIMITED

The struggle the GRAIN GROWERS GRAIN COMPANY has had and the success it has already reached, has created tremendous interest throughout the country. We are constantly receiving letters and enquiries about the Company and its work.

We take this means of telling our friends what the Company is, how it is run, what it has done and what it hopes to do.

ELEVATOR COMPANIES.

Every farmer who has been selling grain in this country for the last fifteen or twenty years, knows the treatment he has had handed out to him in the disposal of it, chiefly by the Elevator Companies.

This condition of things has reached its worst degree perhaps about five or six years ago. The farmer who wished to ship his own grain at that time, had every conceivable obstacle placed in the way of his doing so. He was compelled in nearly all cases to sell his stuff on the street.

The Elevator Companies who were the chief factors in the trade, by arrangements among themselves, were able in a very large measure to regulate the price they would pay for grain.

The farmer, since he was unable to help himself, was subjected to a heavy dockage and very often light weights. In addition every pretext was used that possibly could be used, to grade his grain down, and since the Elevator Companies had practically the whole trade in their own hands, the value he received was based more upon what they cared to pay him, than upon the value of his grain in the world's markets. This condition of things created very strong dissatisfaction.

REMEDY.

The matter was discussed at the Convention of the Grain Growers' Association held at Brandon early in 1905. After thoroughly discussing the whole question a committee was appointed to gather all the information possible during the year and report at the next Convention. The Committee appointed at once got to work and after a full examination of existing conditions, decided that the best way of overcoming the evils and abuses which existed in the trade, was to form a Company, composed entirely of farmers, that could study these evils and abuses at short range and think out the most effective way of getting rid of them. This was agreed upon, and early in 1896 the work of organizing a Company was commenced.

Mr. E. A. Partridge, of Sitaluta, was the chief organizer, and after several months of hard work, sufficient farmers had joined and paid up sufficient stock, in the Company, to enable them to start business as a commission firm.

GRAIN EXCHANGE.

At that time every person engaged in the trade belonged to the Winnipeg Grain Exchange. The rules of this body, through whose hands all the grain passed, were very strict, and severely punished any person who broke them.

While the Exchange had been created to carry out a legitimate purpose, that is, of gathering reports as to crop conditions in other parts of the world, also the gathering of prices from the other world centres, it had gone far beyond this legitimate purpose and was making conditions which tended more and more to create a monopoly in the Grain Trade and centre the control of it in the hands of a few men.

In order to get the trading privileges which membership in this company gave, the promoters of the Grain Growers' Grain Co. sought membership in the Exchange and

were granted it. Had they not done so, the rules of the Exchange forbade any other member to trade with them. It was necessary to be in a position to sell grain to exporters, as the Company was not strong enough to export directly to the Old Country markets. All the exporters were members of the Exchange.

COMPANY STARTS BUSINESS.

On September 5th, 1906, the Company received its first carload of grain, and had at that time a membership of about 1500 shareholders. The grain was soon coming to it in large quantities and the prospects ahead were very bright. As can readily be understood, the success the Company was meeting with created a spirit of jealousy on the part of a large number of the other dealers, who fancied if it were allowed to grow unchecked, it would through time bring about a change that would deprive them of the large profits they had been making.

TROUBLE WITH EXCHANGE.

It had been the intention of the Company to divide the profits earned, whatever they should be, co-operatively, in other words the man sending the larger portion of grain should receive the larger profits. This was claimed by members of the Grain Exchange to be a violation of the rules of the Exchange, and on this pretext the Company on the 25th of October, was expelled from the trading privileges they had enjoyed up to that time.

Everyone in the West is familiar with the struggle that it made through the winter, and knows how it won out through the pressure brought by public opinion upon the Government, who compelled the Grain Exchange to reinstate it in the following April.

BUSINESS A SUCCESS.

During this period while operating under a tremendous disadvantage, the Company was still able to do business largely through the loyalty of its Bankers. When this strenuous year closed the number of shareholders had grown to over 1,800 and there was a clear profit on the business sufficient to pay a dividend of 8 per cent. on the paid stock on each share, which was sent out as a cash dividend a few weeks after the first annual meeting. For the past year the success has been beyond the largest expectations of any of the officers or shareholders. For the year commencing July 1st, 1907, and ending June 30th, 1908, the Company handled 5,000,000 bushels of grain, and after all expenses were paid had a profit of over \$30,000.

No difficulties were placed in the way, as far as trading was concerned during the past year, and the management were often able from the large quantities of grain coming to their hands, to secure a better price than had they been selling only an odd car lot now and then. During the year the shareholders grew from 1,800 to almost 3,000. The profit earned was a little more than sufficient to pay \$10.00 on each share.

IMPORTANT BY-LAWS.

In order to satisfy every possible objection, the strongest by-laws that could be thought out, were placed upon the books of the Company to protect in every way the interests of the shareholders. The idea was to prevent in every manner possible, the chance of any individual or group of individuals securing a controlling interest in the Company, and to make sure that it would ever remain a Farmers' Co-operative Agency.

At first one of the most common things heard from farmers when they were asked to join, was, that the Grain Growers' Grain Co. would be just like other Farmers' Companies that had started and failed. A few men

would get and other To thi four share posely to No sha unless app eral meetit No one tors, nine holders, at officers mu farmers.

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would get hold of it and they would get all the benefit and other people going in would get nothing.

To this end no shareholder was allowed more than four shares. The shares were placed at \$25.00 each, purposely to make it possible for every farmer to join.

No shareholder can transfer his stock to any person, unless approved by a vote of the shareholders at a general meeting.

No one can be a shareholder but a farmer. The Directors, nine in number, must be elected from the shareholders, and therefore must be farmers. The Executive officers must also be elected from the Directors, and are farmers.

SAMPLE MARKET.

Any person who has made a close study of the Elevator system in the country and at the terminal points, by which our grain is marketed, and the unfairness and injustice of the grading system by which its value is in a large measure determined, has come to the conclusion that pressing reforms are necessary in each of these phases of the trade.

Under the grading system which now determines to all ends and purposes the value of our grain, color is the chief factor in deciding whether it shall grade No. 1 Northern or No. 3 Northern. Cases by the hundred can be quoted where plump hard wheat weighing 61 to 65 lbs. per bushel has been graded down merely from some defect in color.

Instances are numerous where wheat threshed out of a field before a rain, graded No. 1 Hard. After a few hours' rain which bleached it slightly, it would grade better than No. 2 Northern, and the farmer took 4c. per bushel less, while its milling value was not lessened one iota. In addition, numerous Government and other tests have proved this beyond question, in spite of the statement of our larger millers to the contrary.

In order to get upon a right basis, this must be changed. Weight and not color should be the principal factor in determining the value. This can only come about by the introduction of a sample market, where wheat can be bought and sold upon its actual milling value. For this reason we wish to see a sample market replace our present grading system.

GOVERNMENT ELEVATORS.

The Company is also working for Government Elevators, both interior and terminal. As long as the storage facilities remain in the hands of a small group of traders, fraud and injustice are bound to prevail. Think of it for a moment. Who have really built the present system of elevators and maintained them? It has always been a charge against the grain a farmer has raised and whereby he makes his living.

The Government system can be administered with less than one-half the tax that is now put upon the grain under the present system. In addition there is a very great danger that by allowing a few big Companies to retain the control of such an important matter as our grain storage elevators, we are for all time to come, fastening a strong monopoly upon the country which will increase in strength from year to year the longer it exists.

Already the Dominion Government and some of our Provincial Governments have established Cold Storage Elevators for the benefit of the people. The establishment of the Government Grain Elevators is only another step in this direction, and it frees us forever from the danger of a group of individuals absolutely controlling our Elevator system, and using it to extract large profits from the producers.

GRAIN MIXING.

We know that under the present system, especially at the terminals, mixing has been practised to a very large extent.

Our grain has not reached and is not reaching the

markets of the world today in its best condition. The Grain Growers' Co. has been organized by men who recognize that the general level of our price has been lowered several cents per bushel by the practise of mixing our wheat and sending abroad an inferior article, the low price for which is quoted back and forms the basis upon which our superior wheat is bought by Millers and Dealers at home.

BANKING.

The Company has entered into an arrangement with the Home Bank of Canada, whereby it secures to our Western Farmers an opportunity to invest their money in its stock.

It is one of our Younger Canadian Banks, and has already established a high reputation for careful and profitable management.

This connection insures to us the necessary banking facilities our business demands. The bank is willing and able to help us. We as farmers can help it by buying its stock, which is now earning good dividends, and depositing our money in it when we have any to deposit.

CLAIMS DEPARTMENT.

We have opened a Claims Department in our office, in order that we may be in a better position to look after claims which may arise through loss from leakage or otherwise in the shipping of grain. If a farmer can furnish reasonable evidence that he has put a certain amount of grain into a car, the Railway people have to deliver that quantity at the Terminal Elevator. In the large business we do, these claims for leakage in transit are frequent.

We take them up promptly with the Railway people, and where there is reasonable evidence to support them, can get them settled.

PRESENT CONDITIONS.

Just a word about the conditions existing at the present time, October, 1908. The Elevator Companies are doing all they possibly can to keep grain from coming to the Grain Growers' Co.

Largely through the educational work done by this Company, farmers are shipping more grain and offering less for sale on the street than ever before. The Elevator people are sore because, when this is the case, they are deprived of the grain which gave them their immense profits in the past.

They do not welcome the building up of a strong Farmers' Co-operative Agency, which is bringing this about. They are knocking this Company as hard as they can, and are being helped by hundreds of farmers who are bribed, or coaxed or ridiculed into selling their grain when they have it loaded in cars, to these same Elevator people.

These "interests" did everything they possibly could to compel the farmers to sell on street. They squeezed out the Farmers' elevators wherever they could, because this afforded an avenue for independent shipping. They tried, with the assistance of the Railways and Banks, to get the "car distribution clause in the Grain Act" changed, because it protected the farmers in their right to cars to ship their own grain.

If the farmer gives his grain to the Elevator people, either on street or in carlots, even if they pass it through their Elevators for him for nothing, let him remember the treatment they gave him when he could not help himself in the past, in light weight, heavy dockage and unjust grading, and let him get this clearly into his head, that their only desire now is to keep him in the place where they can dictate the terms upon which he will sell his grain to them.

Let him picture to himself the treatment he would get were there no one else but the Elevator Companies to handle his grain. It should not take him long to decide that it is to his own interest to connect himself with and support the Farmers' Co-operative Agency that is break-

ing this power, and will put his products on the markets of the world at cost.

Think this out, and you will not support the "interests" that seek to keep you in the grip of a monopoly profitable to them.

WHAT ARE YOU GOING TO DO ABOUT IT?

While as yet the Grain Growers' Grain Co. has scarcely entered upon its work, it has nevertheless accomplished a great deal. It has shown that farmers can do their own business successfully, and has given the final blow to the old mistaken idea that "A Farmers' Company is doomed to failure." But in order to succeed fully this great movement must be supported. Numbers are essential to success. For this reason we appeal to every intelligent farmer to join the Company and give it his support; and then as opportunity offers, by dropping

a word here and there, perhaps writing out a letter or making out a shipping bill, help his less progressive neighbor to understand and realize the benefits of working together.

In closing we might say that we are working simply for the development of the co-operative idea among farmers. Co-operation is both sane and Christian. In the development of it alone will be found the road to that happy condition of things, which every true and honest man desires to see prevail, where peace and equity will replace injustice and fraud, where the worker will get the full fruit of his labor that he is entitled to. Will you help in this work? or will you leave to others the task, and after the brighter day of happier conditions is ushered in, enjoy all the benefits they bring, without having done anything to earn them?

CO-OPERATION

Dr. Winship of Boston, has said that we meet with four kinds of people in this world. Some draw on our energy, others help us while away an idle hour, others rest us, and some set us a-thinking and a-going. It is needless for us to say that those who set us thinking and doing are of more use to us than all the others put together, because it is the men who are thinking and doing who make things move in this world.

However, before we touch on co-operation, we wish to call your attention to one or two matters which are of essential importance in making any business a success. It is this. There must be a certain amount of capital invested, and back of that capital there must be what is of more importance, A MAN or MEN TO PUSH. We have all seen men start in business without any capital, so to speak, but plenty of the right kind of push, and they make a success of it, and little by little the capital came their way. On the other hand we have seen ample capital invested at times, but without the right kind of push back of it, and the result was, failure. The men were not there, and in a short time the capital wasn't there either. Capital, with the right kind of push, may build up a successful business; but capital, without the right kind of push—never.

A co-operative effort along reasonable lines never fails because of its being co-operative, but it fails for the pure and simple reason that men who own the business, so to speak, or who have an interest in the business, or who at least OUGHT to have an interest, do not take hold of the business in an earnest, sincere and common sense way. Their failure to take hold and be a-thinking and a-doing and a-going makes the trouble, and not the fact that the business may be started on co-operative basis. What does co-operation mean? Let us analyze the word. Co means to-gether; operate means to do or to work. Co-operation, then, simply means to work together. But, mind you, IT DOES MEAN THAT, and not that two or three or half a dozen shall work and all the others sit around and watch and wait to see if the thing will move; but it means that every one concerned must and should do his share of pushing and lifting. When the thrashing machine came into your locality you worked together, that is, you co-operated, and we all know that we get our thrashing done quicker, better and cheaper by co-operating than if we try to do it alone. But we all work. What would have been the result if only two or three out of the twelve or fifteen men worked? The thrashing would have been a failure, but because you all took hold it was a success, and more so than if each one of us had undertaken to do his own thrashing. Co-operative efforts are a success like any other business where the men concerned take hold and push and lift, but a failure if they don't. Right there is the biggest trouble in getting co-operative concerns on a prosperous basis

In starting a new co-operative concern, we nearly always meet three kinds of men. First we meet a few who right from the start take off their coat, roll up their sleeves, and take hold for all there is in them. If all the people were like these there would be no trouble to build up co-operative concerns successfully; but unfortunately they are not. There is another class composed of the greater part of the people, who really like to see the thing move, still for various reasons do not take hold, but sit still, waiting and watching to see the few push and tug and lift to get the thing to move, and yet all the time wishing the thing would move, but yet not ready or willing to take hold and help move. The few men who do struggle, perhaps finally have to give up, and the thing is pronounced a failure, while if this great body of men sitting around waiting and watching had taken hold from the start, the effort would have been a splendid success. Then there is the third class of men we meet. They are what we call the cold water pourers. They not only sit idly by waiting and watching, but they actually do what they can to keep others from taking hold, and may at times go even so far as to exert all their energy and strength to keep the thing from moving at all. Fortunately this class is small and we need pay no attention to them, because if the few leaders, as they are sometimes called, and the great mass of the people take hold, then the effort will be a splendid success, the thing will move along, and the cold water pourers will have to come out with it or stay in the mud. But they generally come out, as they are not always fools. So we make the statement that the only thing necessary in order to build up a successful co-operative business of any kind is for the people concerned to exercise the same common sense as they would do in their own individual business and take hold and lift. But as it is co-operative or working together, they must stick together, lift together, push together, and the thing will come out of the mud and be a blessing to all and a burden to none.

PILOT MOUND MEETING

The meeting of the Grain Growers announced for Thursday afternoon last, was not as largely attended as it should have been, though some complaint was made that insufficient notice had been given. Mr. Kennedy, Vice-President of the Grain Growers' Grain Co., was the chief speaker and gave a lucid explanation of the value of the Grain Growers' movement to the farmers and business men of the west. The matters dealt with may be fully learned by a perusal of the Grain Growers' Guide, a worthy publication and one which is full of information on the varied conditions contributing to and arising out of the grain trade. We are of the opinion that these meetings should be if possible more largely attended.—Pilot Mound Sentinel.

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RECENT HAPPENINGS

MORE MEN FOR ALBERTA

A numerous acquisition to the population of Alberta arrived in Calgary the other morning at six o'clock. There were 56 men, 39 women and 78 children in the party—total 173. They were Germans from Wells county, North Dakota, who have sold their farms over there and are going to establish a colony south-east of Carstairs in the Rosebud district, 46 miles northeast of Calgary. They have purchased 49 sections of land from the Calgary Colonization company.

They have brought with them 1,149 head of horses and cattle. The men of the party went north immediately. They will begin building at once, and will have shelter for themselves and families as well as corrals for their stock immediately. The immigrants are a thrifty looking lot, and neat and tidy in their appearance. They are of splendid physique. The children are fat and robust and there does not seem to be anyone of weak constitution among the whole party. In religion these people are Seventh Day Adventists. They have brought their own minister with them, Rev. Mr. Himann. It is characteristic of German Adventists that they are sober and industrious citizens. They do not use tobacco and profanity is an unheard thing among them. Another party of land seekers from the same district has been in the city this week and have bought five or six sections of land adjoining that of the larger party. They have left for home, and may arrange to bring out their families also this fall.

SOME NOTABLE GRAIN YIELDS

The Journal is publishing below a list of some of the yields of grain in the Carstairs district this season. The Carstairs district will include the country for 40 miles, 35 miles west and 15 miles north and south. We invite reports from all farmers.

WHEAT.

	Bushels per acre.
Ezra Shantz, soft	42
Henry Weber, soft	40
Fred. Budgeon, soft	50
Dan Fry, soft	40
S. Scowns, soft	46
S. Downie, soft	40
A. L. Dorsch, hard	50
A. L. Dorsch, soft	40
P. A. McAnally, hard	66½
Ben Good	46
W. H. Hays & Sons	45
C. S. James	45
Tighe Bros.	42
John Troyer	47

OATS.

Mr. Bales	75
Dorsey McDaniel	75
John Troyer, machine measure	85
W. E. Rider	88

BARLEY.

Mr. Granger	77
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RYE.

Dorsey McDaniel	30
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—From The Journal, Carstairs.

Secretary E. M. Tousley, of the Right Relationship League, and N. O. Nelson, the veteran co-operator of Le Clair, Ill., have been swinging around the circle of co-operative stores in Minnesota and Wisconsin, holding some very enthusiastic meetings.

THE SPREAD BETWEEN STREET AND TRACK

We noticed the following item in the March issue of the "American Elevator and Grain Trade" :-

It sometimes occurs to one who notes the spread in the Canadian North-West, between track prices and street prices for grain, that therein lies the cause of a good deal of the friction that undoubtedly exists between the farmers and the regular grain buyers. When there are cars at hand for shippers, and the farmer can get his share, the spread is very narrow—just enough to pay the cost of running through the house. But when cars are scarce it is often as great as 6 to 7 cents. One wonders how long an elevator man in the corn belt would continue in business if he carried on his business in the same way—milked his customers for the privilege of selling to him when they themselves could not unload into cars directly—milked them when they must sell or haul their grain back home and wait until they could get cars, or else make them pay the storage from the time they sold their grain until 'the delivery month in which the grain may reasonably be expected to arrive at the delivery point,' and also, 'such expenses and profits as are agreed upon from time to time by the members of the North-West Grain Dealers' Association.' That sort of thing may go in a new country where the line elevator interests control almost absolutely, but we are quite sure the methods of the Winnipeg Grain Men, if put to use in the corn belt, would make Rome howl in just about two days, and the howl would be heard too, you bet."

HOME BANK AT LYLETON

Mr. John Kennedy, western director of the Home Bank, was in Lyleton, in south-western Manitoba last week, arranging for a building in which to open a branch of the Home Bank.

Mr. Kennedy reports a number of points in Manitoba and Saskatchewan which are endeavoring to secure a branch of the Home Bank by disposing of sufficient stock in the vicinity to warrant the bank in opening a branch.

The Grain Growers of Rapid City held a meeting on the 31st October and arranged for a banquet to be held in Rapid City on the 18th of November.

Mr. R. McKenzie, secretary of the M.G.G.A., addressed a meeting of the farmers of Meadow Lea on the evening of Nov. 12, in the interest of the movement.

The Grain Growers of Somerset held a meeting on the 13th at Somerset. They are making a move to secure a branch of the Home Bank in that district.

Mr. W. J. Powell, of Durban, called at our office a few days ago while in the city. Mr. Powell is all enthusiasm over the growing interest in the co-operative movement among farmers and business men, and reports many sales of Home Bank stock and shares in the Grain Growers' Grain Co., many farmers taking the limit of four shares in the latter concern. While in Dundurn, Sask., a few days ago, a wealthy farmer gave him his check for four shares each for himself and wife and son; another his check for eight bank shares and four G.G.G. Co. shares.

Once our wealthy and progressive grain growers are fully seized of the possibilities involved in the co-operative movement and the advantages that will accrue to the producer from the general adoption of the principle, there can be no doubt as to the ultimate result.

J. W. Donnelly, secretary of Foxwarren branch, writes that they are arranging for a concert for Nov. 20th, at which R. McKenzie and other prominent members of the Grain Growers Association will deliver addresses. The Foxwarren branch held a very successful concert last year.

The Roblin branch is preparing for a big rally at their annual meeting, and is arranging for prominent workers to be present.

STATEMENT OF GRAIN SHIPMENTS

Which have passed the inspection point at Winnipeg during the month ending 31st October, 1908 as supplied by the Chief Inspector of Grain, Manitoba Grain Inspection Division.

SPRING WHEAT.		OATS.	
	Cars.		Cars.
1 Hard, White Fife	10	Extra No. 1	
1 Hard	26	No. 1 Canada West-	
1 Northern	3107	ern	58
2 Northern	3765	No. 2 Canada West-	
3 Northern	3151	ern	641
No. 4	1189	No. 3 Canada West-	
Feed	148	ern	105
Rejected 1	477	Rejected	12
Rejected 2	441	No Grade	62
No Grade	236	No. 1 mixed	1
Rejected	447	No. 2 mixed	3
Condemned	10	No. 1 Black	1
No. 5	515	Extra No. 1 Feed	233
No. 6	265	No. 1 Feed	191
Feed 2	13	No. 2 Feed	78
		Total	1385

Total 13,896

WINTER WHEAT.

	Cars.
No. 1 Alberta Red	115
No. 2 Alberta Red	174
No. 3 Alberta Red	125
No. 1 White Winter	10
No. 2 White Winter	4
No. 3 White Winter	15
No. 1 Mixed Winter	17
No. 2 Mixed Winter	3
No. 3 Mixed Winter	
Rejected 1	34
Rejected 2	25
No Grade	1
Rejected	
No. 4	41
No. 5	24
Total	588

TOTALS.

	CARS LAST YEAR		CARS
Wheat	14,394	9,094	C.P.R. 9,932
Oats	1,385	772	C.N.R. 4,968
Barley	725	601	G.T.P. 293
Flax Seed	307	169	Calgary 494
Rye	1	1	Duluth 1,145
Total	16,812	10,637	Total 16,812

EXAMPLES OF WHAT THE ELEVATOR COMPANIES ARE MAKING OUT OF IT

HAMIOTA, SEPT. 24TH, 1908.

Street Prices.	Ft. William.	Per Bush.	Elevator Prof.
1 Nor.	83	\$1.00	9c. 8c.
2 Nor.	80	.98	9c. 9c.
3 Nor.	77	.96	9c. 10c.
No. 4	72	.91	9c. 10c.
No. 5	64	.85	9c. 10c.
No. 6	51	.73	9c. 13c.
Feed (1)	46	.68	9c. 13c.
Feed (2)	40	.63	9c. 14c.

WELWYN, SASK., OCT. 15TH, 1908.

Street Prices.	Ft. William.	Per Bush.	Elevator Prof.
1 Nor.	82	.98½	9 3-5c. 7c.
2 Nor.	79	.96½	" 8c.
3 Nor.	76	.94½	" 8½c.
No. 4	71	.92	" 11½c.
No. 5	63	.84½	" 12c.
No. 6	53	.74½	" 12c.
Feed (1)	45	.68½	" 14c.
Feed (2)	42	.65½	" 12c.

PIERSON, MAN., OCT. 15TH, 1908.

Street Prices.	Ft. William.	Per Bush.	Elevator Prof.
1 Nor.	80	.97½	9c. 8½c.
2 Nor.	77	.94½	9c. 8½c.
3 Nor.	74	.93	9c. 10c.
No. 4	72	.89½	9c. 8½c.
No. 5	64	.86½	9c. 15½c.
No. 6	54	.78½	9c. 15½c.
1 Feed	49	.70½	9c. 12½c.
2 Feed	43	.65½	9c. 13½c.

RUSSELL, MAN., OCT. 15TH, 1908.

Street Prices.	Ft. William.	Per Bush.	Elevator Prof.
1 Nor.	85	.99	9½c. 4½c.
2 Nor.	83	.97½	" 4½c.
3 Nor.	80	.94½	" 4½c.
No. 4	75	.92	" 7½c.
No. 5	70	.85	" 5½c.
No. 6	63	.77	" 4½c.
1 Feed	52	.70½	" 9c.
2 Feed	48	.65½	" 8c.

An outstanding feature of the above schedules is that Russell pays from 3½ to 5 cents per bushel better than the other places. This is accounted for by the fact that a large proportion of the farmers are shareholders of the Grain Growers' Grain Co., Ltd., Winnipeg, and ship their grain to the company. The grain dealers bid up for wheat in order to prevent it going to the farmers' agency. This is true of many districts in the West.

It pays to join this organization.

The shareholders of the Rosebank Farmers' Elevator held a meeting recently and it was decided not to rebuild their elevator to replace the one which was destroyed a few weeks ago, and the company was wound up.

Sole Agent for Kay's "Excelsior" and Genuine "Red Hone"

Curling and Curlers' Supplies



THOS. BLACK - WINNIPEG

Free 'Bus From All Trains

Seymour Hotel

Farmers from the Three Provinces make it their headquarters when visiting the city

Every street car passes the City Hall, which is only a stone's throw from the hotel entrance

Rates \$1.50 Per Day **JOHN BAIRD, Prop.**

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Natal's Proposed Experiments in Export

With reference to trial shipments of Natal produce to the United Kingdom, the board of trade correspondent at Durban (Mr. A. D. C. Agnew) reports that at a meeting of the Rosetta Co-operative Association held recently, at which the Natal Minister of Agriculture was present, the proposal to establish an export trade in new potatoes, apples and lambs was discussed. The minister, it is reported, undertook to endeavor to assist the society to place the export of potatoes on a successful basis, and to arrange for the grading and branding of all consignments which passed through the grader's hands.

With regard to the export of lambs, the minister stated that the average weight of lambs shipped should not be less than 34 lbs. The Persian sheep which had been introduced were doing well in parts of the colony where merino sheep could not thrive, and in consequence of the heavy losses of cattle caused by East Coast fever, many farmers in Natal and the adjoining colonies were going in for sheep farming. About 1,500 lambs were offered for shipment by farmers present at the meeting.

The minister stated, with reference to the export of apples, that he felt confident that if the shipment of the fruit were conducted on proper lines, good returns might be obtained, and he would be pleased to send the government entomologist to advise as to the most suitable varieties for the English market. Some fruit growers then promised to supply boxes of various varieties for export, in order to test the English market.—British Board of Trade Journal.

Decline in Wheat Exports from New York

His Majesty's Consul-General at New York (Mr. C. W. Bennett, C.I.E.), in reporting on the large shrinkage which has taken place in the exports of grain from that port, remarks that Canada now appears to be obtaining the great bulk of the grain trade, Montreal having booked since the opening of navigation this year eight million bushels, whilst New York has secured but a little more than two million bushels. The shrinkage in the New York exports is attributed chiefly to the cheap water rate on wheat from Duluth and Fort William to Montreal, as compared with the railway rate to New York via Buffalo.—Indian Trade Journal.

Practical men of affairs are supporting co-operation as never before. Roosevelt, Knapp, Hays and many other names are recalled. Co-operation is merely democracy applied to the corporation.

Agricultural Advertising

The importance and value of advertising for stimulating trade and making it possible for business men to compete with one another, can be best appreciated if one knows that there is annually spent in the United States for advertising an amount estimated to be \$500,000,000, says an agricultural exchange. It is safe to say that a very small per cent. of this amount is expended for agricultural advertising.

The great majority of farmers have not awakened to the necessity of applying anything more to their occupation than hard manual labor, which, to be sure, is necessary and indispensable, but which alone classes the farmer with the man who works ten hours daily with shovel and pick, and earns one or two dollars a day. Successful agricultural advertising practiced by intelligent and enterprising farmers will overcome prejudice and elevate the occupation of farming to a place where men can enjoy their labor and the same luxuries enjoyed by business men of other occupations or professions.

The first step in agricultural advertising is to make the farm a respectable place of business, and one which will invite patronage. The farm should be christened with a suitable name, and its stock and produce marketed under the name of the farm, as well as the name of the proprietor. The stock and produce should have a specific trade mark, to distinguish it in name as well as in quality, and to induce buyers to become permanent customers.

Paid for the Homestead Debt

Since I left the agricultural school I have succeeded in paying the debt on the old homestead, besides making some valuable improvements, the most valuable of which is the tilling of the land. When the work now in progress is completed in the spring, the whole farm of two hundred and ten acres can be cultivated without any difficulty in the wettest seasons. The system of crop rotation that I have been practicing for several years is: Corn two 40s, oats one 40, wheat one 40, and meadow and pasture one 40.

All the stock kept is thoroughly high grade and some are thoroughbred, consisting of Percherons and Hambletonian horses, shorthorn cattle, Poland-China hogs and Shropshire sheep. Of all the stock I have raised the horses and sheep have given the best satisfaction. I used to be considerable of a dairyman, but lately I have decided to leave the honors, as well as the drudgery, of this line of farming to somebody else. J. PETERSON.

THE WINGOLD CATALOG

NOW READY

Contains Stoves of Every Kind Sold Direct to the User at Lowest Prices. Our new line of heating and cooking stoves, for all kinds of fuel, made of new iron, in attractive patterns, with every known improvement and up-to-date feature, is ready for immediate shipment, at low prices, saving you 1/4 to 1/2 from the prices that others ask.



Blue Steel High Closet Reservoir \$27.75



High Closet 15 gal. Reservoir \$24.95



20 in. Oven Base High Closet Enameled Rest. \$33.85



Coal or Wood \$4.75



Hard or Soft Coal \$9.50



Sheet Steel lined \$1.75

NEW STOVE CATALOG

We guarantee prompt and safe delivery and agree to take the stove back, pay freight both ways and return your money if you are not more than pleased with your purchase. Save \$5 to \$10 on every purchase. Buy direct and save the dealer's profit. Every stove guaranteed and 30 days' Free Trial given. Write for New Catalogue

The WINGOLD STOVE CO. Ltd., 245 Notre Dame Ave., Winnipeg

Ransom Engraving Co.

Photo-Engravers
Designers



45 Arthur Street
Winnipeg
Phone 3814

LUMBER! LUMBER!

DIRECT FROM MILLS TO THE

FARMER—CONSUMER

WHY pay a middle man's profit when you can buy from us at **WHOLESALE PRICES?** ¶ If you can alone, or in conjunction with a neighbor, order a car lot, we will send you a delivery of lumber—**DIRECT FROM THE MILLS** that will fill every requirement in your building scheme, and save you **THIRTY PER CENT** on retail prices. ¶ **Now** is the time to build or to get **CHEAP** lumber for future operations. **IT WILL NOT REACH A LOWER POINT.** ¶ **GET** our prices—delivered at your station. You pay when you have received and are satisfied with our delivery.

The Lake Lumber Company

WINNIPEG - MANITOBA

ROYCROFT PHILOSOPHY

It is a wise guy who does not monkey with his destiny.

Help yourself and everybody will help you.

Do unto others as if you were the others.

Never explain—your friends do not require it and your enemies will not believe you anyway.

To maintain order, excellence and harmony in the territory immediately under one's own hat, will keep one fairly well employed.

Keep an even temper no matter what happens.

There may be some substitute for good nature, but so far it has not been discovered.

Why not leave them to Nemesis.

They will talk anyway.

We need someone to believe in us. If we do well, we want our work commended, our faith corroborated. The individual who thinks well of you, who keeps his mind on your good qualities, and does not look for flaws, is your friend. Who is my brother? I'll tell you; he is the one who recognizes the good in me.

Oh, God, help me to win, but if in Thy inscrutable wisdom Thou wilt not to win, then, O God, make me a cheerful loser.

Life without industry is guilt; industry without art is brutality.

Every employe pays for superintendence and inspection. Some pay more and some less. That is to say, a dollar-a-day man would receive two dollars a day were it not for the fact that some one has to think for him, look after him and supply the will that holds him to his task. The result is that he contributes to the support of those who superintend him. Make no mistake about this; incompetence and disinclination require supervision, and they pay for it and no one else does. The less you

require looking after—the more you are able to stand alone and complete your tasks, the greater your reward. Then, if you can not only do your work, but direct intelligently and effectively the efforts of others, your reward is in exact ratio, and the more people you can direct, and the higher the intelligence you can right'y lend, the more valuable is your life. The law of wages is as sure and as exact in its workings as the law of the standard of life. You can go to the very top and take Edison for instance, who sets a vast army at work and wins not only deathless fame, but a fortune, great beyond the dreams of avarice. And going down the scale, you can find men who will not work for themselves and no one can make them work, and so their lives are worth nothing, and they are a tax and a burden on the community. Do your work so well that it will require no supervision, and by doing your own thinking you will save the expense of hiring someone to think for you.

MONEY LOANED—ON FARMS

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A CHAMPION OF THE PEOPLE

"I pray thee, then"

"Write me as one who loves his fellow men."

Bryan is the one notable figure in political life today who is not afraid to quote the scriptures in defence of his positions on social and economic questions. A friend of Tolstoi and a follower of Ruskin he takes himself and his political work seriously, hoping to become an instrument in the hand of God for the bringing to pass of that condition of national righteousness which "exalteth a nation."

Though the name of God is frequently on his lips there is no cant about him. He has taken to heart that significant question "If you love not your brother whom you have seen, how can you love God whom you have never seen?" He believes in protecting the man first and the dollar afterwards. He believes that the rights of men are paramount and that property has no rights that conflict with human rights; that property rights begin only when human rights have been fully satisfied. His political ideal is that the laws should be of such a nature that there should be no legal right which was not first a moral one. He sympathizes with the needy rather than the greedy. Hence he demands that no barrier shall be placed in the way of the industrious poor combining for their protection against the exploitation of those who by means of their control of the natural resources and means of protection are in a position to command their services without giving proper compensation therefor. At the same time he would prevent the idle rich from combining for the more complete absorption of the fruits of the labor of others.

Here are a number of characteristic utterances taken from his speech to the workmen of Chicago on Labor Day:—

"If it were proper to speak from a text, I would select a passage from Proverbs, for I know of no better one than that furnished by the words of Solomon when he declared that as a man "thinketh in his heart, so is he." This is Bible doctrine; it is common sense, and it is human experience. We think in our hearts as well as in our heads—out of the heart "are the issues of life." It is a poor head that cannot find a plausible reason for doing what the heart wants to do. I begin my speech with this proposition because I want to impress it upon the minds of those who listen to me, and upon those who read what I say to you. The labor question is more a moral than an intellectual one.

Tolstoi, the great Russian philosopher, in defining the doctrine of "bread labor," gives as one of the reasons in support of it, that personal contact with manual labor—not a recollection of former toil, but continued acquaintance with it—is necessary to keep one in sympathy with those who work with their hands. He contends—and is it not true?—that lack of sympathy, one with another, is at the root of most of the problems of society and government.

The world is growing toward brotherhood, and our nation is leading the way. There is more altruism in this country than anywhere else in the world, and more today than there ever has been before. There is more recognition of the kinship that exists between us, more thought about the questions which concern a common humanity than at any preceding time. The labor organization is a part of this great movement of the masses toward closer fellowship. It has worked wonders in the past and its work is only commenced.

The labor organization helps those outside of it as well as its members because the increased wages and improved conditions are shared by non-union men as well as by union men.

Do not understand me to say that a labor organ-

ization is perfect; "the king can do no wrong" can no more be spoken of a group than of individuals. The labor organization is composed of men; its affairs are controlled by human beings, and human beings are not perfect. All that man touches is stained with man's imperfections, and his frailty can be traced through all his works. But, fortunately for the laboring man, the judgment pronounced against his mistakes must be tempered by the fact that those with whom the laboring man comes into contact are also likely to err. When the employe deals with the employer, he is dealing with one of like passions with himself. Each is likely to be insistent upon what he believes to be right, and the opinion of each, as to what is right, is likely to be colored by selfish interests and affected by incomplete information as to the facts. If the employe has sometimes resorted to violence to enforce his wishes, the employer has sometimes employed his position to secure an unfair share of the joint product. It is the province of the law to place limitations upon both, and the security of our government is found in the fact that both employer and employe in their calmer moments, will join in the enactment of laws which will restrain them in moments of temptation. Some assume that labor is lawless and that to settle the labor question permanently we need only enforce the law rigorously. I yield to none in insistence upon obedience to the law. Law is necessary in human society, and its enforcement is essential to peace and order, but we must remedy abuses by law if we would insure respect for, and obedience to, law.

The important lesson to be learned by the citizen in a government like ours is that the ballot is both shield and sword—it protects him from injury and enforces his rights.

The first thing that is needed for a better understanding of labor questions is the recognition of the equal rights of all, and second, more intimate acquaintance. We have rights that may be called natural rights; they are inherent; we have them because we are human beings. The government did not bestow them upon us—the government cannot rightfully withdraw them from us. We all come into the world without our volition; the environment of youth largely determines the course of our lives, and this environment is not of our choosing. We live under the same moral obligations, and are responsible to the same Supreme Being. We have our needs that must be supplied; we require food, clothing, shelter, companionship. We have our domestic ties, and the tenderness of wealth or position in society. Man has used petty distinctions to separate society into different classes, but these distinctions are insignificant when compared with the great similarities that unite us in a common destiny and impel us toward a common end.

On this day it is well to emphasize the fact that we are linked together by bonds which we could not break if we would and should not weaken if we could. It ought to be easy to learn this lesson in the United States, for here, more than anywhere else, people feel their interdependence. We have no law of primogeniture to separate the oldest son from his brothers and sisters; we have no law of entail to prevent the alienation of an estate. There is no aristocracy resting upon birth or kingly favor; and if the people perform their kingly duties, there will be no plutocracy ruling in the name of the dollar. Here the road to advancement is a public highway, and it is within our power to keep it open to all alike. Here, too, the government is within the control of the people, and no department of the service is out of the reach of the voter or beyond the influence of public opinion. Under our constitution, some branches of the

government are more responsive than others to the public will, but our government can be controlled by the people, from the organic law which we call the constitution to the statute and the court's decree.

A long step toward the elevation of labor to its proper position in the nation's deliberations is to be found in the establishment of a Department of Labor, with a cabinet officer at its head. The wage-earners deserve this recognition, and the executive is entitled to the assistance which such an official could render him. I regard the inauguration of this reform as the opening of a new era in which those who toil will have a voice in the deliberations of the President's council chamber.

The labor organization has been seriously handicapped by the fact that it has been—and I am not sure that it has not been done unwittingly—yoked up with the industrial combinations known as trusts. The proneness of trust defenders to use the labor organization as an excuse for combinations in restraint of trade has aroused the suspicion that they have been classed together for the purpose of shielding the combinations of capital. As the result of eighteen years of anti-trust legislation, only one man has been given a penal sentence for violating the federal law on this subject, and that man was a member of a labor organization rather than a trust magnate. The laboring man is justified in his demand that a distinction shall be drawn between the labor organizations and the industrial monopoly.

The trust and the labor organization cannot be described in the same language. The trust magnates have used their power to amass swollen fortunes, while no one will say that the labor organization has as yet secured for its members more than their share of the profits arising from their work. But there are fundamental differences. The trust is a combination of dollars; the labor organization is an association of human beings. In a trust a few men attempt to control the product of others; in a labor organization, the members unite for the protection of that which is their own, namely, their own labor, which, being necessary to their existence, is a part of them. The trust deals with dead matter; the labor organization with life and with intellectual and moral forces. No impartial student of the subject will deny the right of the laboring man to exemption from the operation of the existing anti-trust law.

If the labor organization needs to be regulated by law, let it be regulated by a law which deals with man as man, and not by a law that was aimed to prevent the cornering of a commodity or the forestalling of the market."

"According to the Declaration of Independence, governments are instituted among men to secure to them the enjoyment of their inalienable rights. Among these inalienable rights, three are specifically enumerated—life, liberty and the pursuit of happiness. The second and third, however, are really parts of the first, for life means nothing to the individual if it is confined to mere animal existence. Man is distinguished from the brute in that the latter merely eats and sleeps and dies, while the former has illimitable possibilities inherent in him."

Liberty is necessary for the realization of man's possibilities. His conscience must be left free that he may fix for himself the relation between himself and his God. His mind must be left free that he may devise and plan for himself, for his family and for his fellows. His speech must be free that he may give to the world the results of his investigations and present to others the ideal which he is trying to realize in his work. His pen must be free that he may scatter seed thoughts to the uttermost parts of the earth and leave to posterity a record of his work. He finds in government the cheapest, as well as the surest, protection of this liberty, to be, to think, to speak, to act.

And what constitutes the pursuit of happiness? Man

must have home and friends—family and society. He must have food or he will starve. He must have clothing and shelter; he must have books, he must have instruments with which to work. He must provide during the period of strength for the years when age dulls his energies and benumbs his hands. He may have ambition, he may have willingness to work and an environment that spurs him on; but the government may encourage or it may discourage his efforts. Government may bid him hope or leave him to despair.

When I visited the valley of Jordan I learned that it is fertile and productive, and yet, instead of being cultivated like the valley of the Nile, vast stretches of territory lie untilled. Why? I was told that under the reign of the Sultan the toiler is not protected in the enjoyment of the fruits of his toil. If the farmer plants and tends his crop, the roving Bedouins will sweep down from the hills at harvest time and carry away the fruits of his industry.

If the government does not assure to the individual the enjoyment of the result of his effort there is no stimulus to industry.

We have the best government on earth. It gives the largest liberty, the greatest hope and the most encouragement to the citizens, and yet, even in this country, it is always necessary to be on the watch to keep the instrumentalities of government from being turned to private gain. One of the great problems of today is to secure an equitable distribution of the proceeds of toil. The material wealth of this country is largely a joint product; in factories few people work alone, and on the farm a certain amount of co-operation is necessary. Where men work together, the army organization applies to some degree; that is, some direct, others are directed. The difficulty has been to divide the results fairly between the captains of industry and the privates in the ranks. As the dividing is done largely by the captains, it is not unnatural that they should magnify their part and appropriate too large a share; neither is it unnatural that there should be complaint on the part of the toilers who think that their recompense is insufficient.

The labor question, therefore, as it presents itself at this time, is chiefly a question of distribution, and the legislation asked for is legislation which will secure to each that to which his services entitle him. As legislation is secured through the ballot every one should use the ballot to obtain the legislation necessary. The democratic platform presents the ideal toward which the Democratic party is striving, namely, justice in the distribution of reward. The Democratic party proclaims, that each individual should receive from society a reward for his toil commensurate with his contribution to the welfare of society, and unless some other party can do the work better, the Democratic party ought to have the support of all, whether they belong to the wage-earning class or occupy positions in which they direct the efforts of others. If an officer in the industrial army were sure that his children and his children's children would inherit his position, he might feel possibly indifferent as to those under his command, but the children of those who, today, work for wages may employ the children of those who, in this generation, are employers. This uncertainty as to future generations, as well as our sense of justice, should lead us to make the government as nearly perfect as possible, for a good government is the best legacy that a parent can leave to his child. Riches may take the wings of the morning and fly away, but government is permanent, and we cannot serve posterity better than by contributing to the perfection of the government, that each child born into the world may feel that it has here an opportunity for the most complete development, and a chance to secure, through service, the largest possible happiness and honor."

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"God gave us men! A time like this demands"
 "True hearts, strong minds, and willing hands;"
 "Men whom the tests of office cannot kill;"
 "Men whom the spoils of office cannot buy;"
 "Strong men who have opinions and a will"
 "Men who will not lie."
 "Tall men sun-crowned who live above the fog"
 "In public action and in private thinking."

GOOD ADVICE TO FARMERS

IN THEIR CAPACITY OF CITIZENS

(By Officers of the Dominion Grange)

Following is a copy of the circular which the officers of the Dominion Grange have sent out to subordinate granges.

To all Subordinate Granges:

The executive of the Dominion Grange respectfully directs the attention of subordinate granges to the opportunity which the pending Dominion election affords for pressing forward certain demands to which the grange has on more than one occasion committed itself. We do not ask that any member of a subordinate grange shall abandon the party with which he is allied.

What we do ask is that all those who are connected with either one of the great party organizations shall endeavor to make use of that organization to advance the reforms which the grange has been steadily urging for years. This can be done by endeavoring, where nominations have not yet been made, to secure the nomination of candidates in sympathy with our views; by pressing, by letter or personal interview, those views on candidates already in the field; by making the questions in which we are so keenly interested subjects of discussion at meetings to be held during the campaign about to open.

Chief among the subjects on which the grange has pronounced, so far as federal questions are concerned, are the following:

- (1) The salary grab;
- (2) Military expansion;
- (3) Bounties to private interests;
- (4) Railway subsidies;
- (5) Increasing expenditure;
- (6) The tariff.

UNCALLED FOR.

We believe an increase in the sessional indemnity of members of parliament to \$2,500 is wholly uncalled for, and has been one of the chief causes of the waste of time in useless discussion at Ottawa, with all this involves in adding to the general cost of legislation. We believe \$1,500 an ample allowance for all the time that the members of a business parliament really need to spend at Ottawa. We also disapprove the annual vote of \$7,000 to the leader of the opposition.

Eighteen years ago our expenditure on militia and mounted police, aside from cost of armories, was a little over \$2,000,000. In 1906, the last full year for which official figures are available, the cost of the same services was \$6,600,000. In the expenditure on armories, which is carried out under the public works department, a proportionate increase has taken place. It is now pro-

posed to go still further in this same direction and make military training a compulsory part of the public school system. Against this tendency to emulate the military madness of European farmers, on whom the chief burden of all this falls, we should make vigorous protest.

BOUNTIES.

According to the Canadian year book, issued by the Dominion Department of Agriculture, there was paid out in bounties to iron and steel manufacturers, by the Dominion government, in the thirteen years from 1895 to 1907 inclusive, over nine and one-half million dollars. This money was not paid for goods bought by and delivered to the government. It was an absolutely free gift by the government to this favored interest.

Nor is the iron and steel industry the only beneficiary of this bounty system. From 1882 to 1907 inclusive over \$4,000,000 was paid in bounties to the fishermen of Quebec and the maritime provinces. In the nine years ending with 1907 the sum of \$772,843 was paid in lead bounties and in three years ending with 1907 petroleum producers received \$907,757 in the same way. Farmers, on whom the chief burden of meeting these exactions falls, should unite in demanding a discontinuance of the whole system.

RAILWAY SUBSIDIES.

Between the beginning of the fiscal year of 1884 and the end of the short fiscal year of 1907, a period subsequent to the \$25,000,000 donation to the Canadian Pacific, almost the even thirty-five and a half million dollars was paid out of the federal treasury in railway subsidies. In addition to this, millions of acres of land have been granted by the Dominion and the various provinces. Many of these subsidies were granted for lines in parts of Ontario settled for 100 years. These lines pay little more than nominal taxation while adjoining States railways, built without subsidy, pay \$400 per mile and more in taxation. Surely the time has come for farmers to insist that no matter which party may succeed in the coming election, this particular form of misappropriating the people's funds shall absolutely cease and determine.

ENORMOUS INCREASE.

Eighteen years ago the total disbursements of the Dominion government under all heads, was less than \$42,000,000. In 1906, the last full year for which we have official figures, the total was over eighty-three and one-quarter millions. The appropriation for the current fiscal year, aside from the railway subsidies voted, amount to over \$130,000,000. True the country has expanded and population has increased, but expenditure has run far ahead of development and it is up to farmers, who stay on the ground, whose capital is in a sense fixed and immovable, to demand that a check shall be put upon this rapid increase in an annual burden which rests mainly on their shoulders.

THE DUTIES.

1906, the last full year for which we have the official

figures, \$173,000,000 worth of goods subject to duty were imported into Canada and the amount paid in duties on these imports was \$45,671,000. This was at the rate of nearly 27 per cent. In other words the first cost of a dollar's worth of goods was increased to \$1.27 by the tariff. By the time the profits of the wholesale and retail merchants were added, the cost was at least \$1.40. And this is not all. By reason of the protection afforded home manufacturers the latter were put in a position to add a proportionate amount to the selling price of \$748,000,000 worth of manufactured goods produced in this country. Still in the face of all this manufacturers are seeking to secure an addition to the protection now enjoyed by them. They are endeavoring to obtain this by working through both the great political parties. It is up to farmers to use the same means to compel a reduction rather than an increase in the burdens imposed.

Our brethren in Michigan some years ago carried on a similar campaign in the matter of railway taxation. They made use of their connection with both political parties in that state to urge the fair taxation of rail-

ways and as a result railways in Michigan today pay about \$400 per mile in taxation as against \$100 here. By following the example so well set we may secure the reforms herein advocated.

J. G. LETHBRIDGE, Master.

W. F. W. FISHER, Secretary.

Toronto, Sept. 8, 1908.

Here's a half dozen for the West:

- (1) Government Ownership of Terminals.
- (2) Special binning in same throughout the year.
- (3) Government Ownership and operation of the Hudson's Bay Railway.
- (4) The employment of the natural resources in the hands of the crown to build and equip and operate it such as timber, cement and coal.
- (5) The retention of the town sites along the line to be sold or leased by the Crown to those who build thereon.
- (6) The sale of land contiguous to the railway at prices based on the value of the several parcels due to characteristics and distance from station.

THE PUBLIC OWNERSHIP OF RAILROADS

I. STATE RAILWAYS AS EMPLOYERS

An important question in connection with the success attained by existing State railways is the condition of the employees. Of course the wages paid are not as high as the wages in the United States, but if State railway employment is compared with private employment in the same country, or in countries of similar conditions, it will be found that the employees of the public railway systems are as a rule better satisfied and a higher class of men, than can be found elsewhere. It is true that some countries, notably Italy and Rumania, have had troubles with their railway employees, but, while these cases are exceptions in regard to publicly owned railways, there are hardly any private roads anywhere, which have not, at some time or other, had troubles with employees who have been dissatisfied with their treatment. We have previously compared German State railways with English private railroads in certain respects. It may be profitable for us to complete our comparison by a reference to the manner in which each system handles its employees. Private monopoly in England has made itself subject to the same charge as American railroads, that of working the railway employees unreasonably long hours, although it must be admitted that such extreme cases as were brought forth in this country during the investigations connected with some of our most terrible railway accidents about a year ago, have not been heard of in England. In Germany, however, the hours of duty are strictly limited. The working hours of 70 per cent of the locomotive and trainmen is less than 10 hours a day and does not exceed 11 hours, except in emergency cases, for any trainmen. In the State railway shop the working time is limited to 9 hours.

On the Swedish State railways no general rules have been laid down as to the length of the working day. The principle of rendering the service of the train staff as easy as possible, is, however, applied as far as possible. With regard to Sunday labor, reductions have been made in connection with the freight traffic. Neither receiving or delivering of freight takes place on that day, and a number of freight trains regularly run on week days are not run on Sundays. It is also the practice on all the government lines to provide for one Sunday off every third week for all employees, and they also have fifteen days' leave of absence yearly with full pay. The minimum compensation paid to the cheapest class of

employees is \$318 a year, including compensation for clothing. The average minimum compensation on American roads is \$1.32 per day, or \$440 a year for 333 working days, this number being the number of working days on the Swedish State railroads for each employee. Considering the average cost of living, this comparison is most favorable to the publicly owned systems considered.

On all the larger publicly owned systems the employees are retired with a pension at a certain age, their employment is steady, and they need fear the future far less than the employees on many of our railroads, where the first pinch of depression in trade throws thousands out of employment.

2. WORKING EXPENSES.

It has been charged, and with very plausible reasons, that government administration of railroads would be a far more expensive business venture, considered merely as such, than results from private management. Few people even the most ardent advocates of government ownership, would feel justified in arguing on this subject, unless supported by actual figures from practical results.

There are also a great many people who believe in government ownership in principle, and who would be willing to support its application in practice, if they were confident that the cost of administration would not be out of all proportion to the cost of private management. Of course it is true that logically the railways should be owned by the government, no matter what the cost of administration, because the railways to-day constitute our most important public highways, and we have outgrown the time of toll-roads, and highway franchises. We do not need, however, to argue this matter against any such odds as would be necessary if we advocated something that would be commercially unprofitable. We have already shown that State railroads have always been self-supporting, and that they also, as a rule, have paid a fair, and sometimes, a high per cent of interest on the capital invested. Surprising as it may seem to the superficial observer, even the cost of the administration proper is in general not higher for government railroads than for private roads. This we shall immediately show by figures which were a few years ago collected by English authorities.

The proper basis for a comparison between the administration cost of government and private railroads is obviously to compare State roads and private roads in

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the same country, and not to compare government railroads in one country with private roads in another. The figures given below state the percentage of the total working expenses expended on administration of government and private railroads, respectively, in different European countries:

	Government railroads.	Private railroads.
	Per Cent.	
Germany	9.40	13.10
Austria-Hungary	6.50	8.47
Belgium	5.05	10.13
Denmark	6.89	5.77
France	16.16	9.58
Italy	6.49	8.76
Norway	7.30	7.09
Holland	5.30	10.35
Rumania	4.40	10.80
Russia	9.27	13.70

From the foregoing figures it will be noticed that in France alone is the cost of government administration considerably higher than private administration; the difference in Norway and Denmark is very slight. On the other hand, in Germany, Austria, Hungary, Belgium, Italy, Holland, Rumania and Russia the administration cost of the government railroads bears a far smaller proportion to the total working expenses than that of the private lines in those countries. The case of France is really of small significance, considering the fact that so small a proportion of the total system (only between 8 and 9 per cent) is in the hands of the government, and that, therefore, the public railroads of France are by no means an example of the possibilities of a developed publicly owned railway system. Disregarding France, for these reasons, our quoted figures show decidedly lower expense for government administration than for private management. Such a conclusion seems really unreasonable if we do not analyze the conditions. We have become so used to the idea that a private undertaking can be conducted more economically than a government enterprise, that we feel inclined to doubt the statistical information on which we have founded our conclusion. If we remember, however, that government railroads do not need to keep on their pay-roll expensive lobbyists, that they do not need to "influence" legislation, that they do not need any corporation counsel in the ordinary sense of the word, that they do not need to provide jobs for political assistants who may be wholly inefficient in railway work, that they do not need to provide offices and fat salaries for relations of influential stockholders—if we remember these and similar things which are constantly providing new channels for the expenditures of a private railway monopoly, we may realize why it is that, when it comes to the matter of railways, European governments have proved themselves able to conduct business equally cheap or cheaper than private companies. There is no good reason why these results could not be duplicated in America. Think of the enormous sums which American railroads have spent annually on influencing legislation. Think of the railway lobby at every one of our forty-six State capitols, and the one at our national capitol. Think of the salaries we have known some of our United States Senators to receive as dummy directors in railway companies. Think of the expenses of legal proceedings; of the expenses of getting the laws passed by our elected representatives declared unconstitutional. Conceive of the salaries paid to many a railroad president, wholly incompetent as a railroad man. All this is "dead waste," which could be eliminated in a publicly owned system.

Having made a comparison of administrative cost, let us now proceed and compare the expenditure applied to the permanent way, and that of traffic expenses. The

following table shows the amount of these expenditures in percentage of the total operation cost for government as well as private railways of several European countries:

Countries.	Maintenance of Way.		Traffic Expenses.	
	Gov. lines.	Private lines.	Gov. lines.	Private lines.
Germany	35.50	28.20	31.10	35.50
Austria-Hungary	38.12	30.21	29.03	32.54
Belgium	24.04	24.86	25.96	32.79
France	24.15	20.83	27.57	34.77
Italy	22.01	26.68	35.78	31.14
Holland	29.70	25.59	36.00	35.53
Rumania	38.10	29.20	22.70	28.40
Russia	40.40	31.00	11.83	21.34

From the preceding table we can easily draw two conclusions. In the first place we find that the maintenance of the permanent way is generally higher on the government lines, and in the second place that traffic expenses are higher, as a rule, on private railways. "It may be easily contended and even proved beyond all doubt," says Mr. J. S. Jeans, in "Railway Problems," "that the first characteristic is a result of the better conditions in which the State keeps the permanent way; and so far as this is the case, the public convenience, safety, and general advantage are promoted. The higher range of traffic expenses on the companies' lines undoubtedly argues greater laxity of management. . . . The experience of Continental Europe points unmistakably to the exercise of greater economy in State management."

3. POLITICAL DIFFICULTIES OF PUBLIC OWNERSHIP.

The difficulties which would arise in this country, in case the railroads passed into the hands of the public, would nearly all be of a political nature. The European countries have provided for these difficulties by divorcing as much as possible the legislative and administrative powers of the State. Our political system of rapid rotation in office is not fitted for administrative offices, no matter how desirable it may be for legislative and executive bodies. Capable men, when once placed in responsible positions in business management, such as that of the railways would be, should be permitted to remain as long as the business prospered under their management. This would prevent political favoritism. We must also do away with the appointive system in any, except the very highest, managing positions, and must depend entirely on a well-devised merit system. The European countries have proved that it is possible to make the railways wholly independent of the party in power, and we can learn a valuable lesson from them.

If the railroads are kept aloof from politics as much as they are in Germany and the Scandinavian countries, we do not need to fear a great body of voters in the government service who would always throw their influence in a certain direction. These fears are merely imaginary, and are used to frighten off people who prefer to let others think for them, from that terrible monster, government ownership. But even if we could conceive of the influence of the railway employees as being thrown entirely in favor of one party, still, this influence would only be but a fraction compared with the past and present influence of the men who have, as beneficiaries of a private monopoly, corrupted all our legislative bodies, from the United States Senate, all the way down through the State legislatures to the town and city councils. This is the political influence most to be feared.

All considered, the political difficulties, while of a more serious nature than any of the other conditions we have investigated, are by no means insurmountable. We can model our railroad departments from Europe; there is no reason why we should be too proud to learn from our sister nations when in this particular case they can teach us a valuable lesson. We can surely do as well as they have done. How inconsistent if we, who boast of being the foremost nation in the world, and the best business men, should not consider ourselves capable of handling our railway system the same as does Germany.

The American people have not yet failed in anything they earnestly undertook. Nor will they fail when they once realize their duty and their rights in regard to the public highways of their country.

That public ownership of railroads is a political issue we may consider as a conclusive fact; not necessarily an active political issue, but one which is slowly but surely working its way from its passive into its active state. The general dissatisfaction with the manner in which the railroads have discharged their duties has been so pronounced that even from conservative quarters we have utterances to the effect that whatever the faults of public ownership, it would be an improvement on past and present conditions.

In our present inquiry we have therefore endeavored to answer the question whether public ownership of railroads has been successful elsewhere. We have made but few attempts to consider the outcome of a public ownership policy in the United States. If this policy has proved successful, and in some cases eminently successful, elsewhere, why should we doubt its success here? Are we not equally capable of doing what other nations have done?

All we have therefore sought has been the facts. And we have found, by quoting authentic statistical figures, that government ownership of railroads in foreign countries has not proved to be a financial failure. We have seen that the majority of state railways have given returns of from 3.5 to 7 per cent on the capital expended for construction and equipment of the roads. We have found that government railroads are not recent experiments, and that the tendency, after seventy, sixty or fifty years of application of the public ownership policy in the respective countries, is toward more, rather than less, state railroads. We have seen that in the country where the public railways have in all respects reached the highest development, but 8 per cent of all the railroads are now in private hands, and that this percentage is constantly growing less. We have found that the bulk of the world's railways, those of our own country excepted, are operated as government railways; that this has made it possible to render service cheaply, and with financial success. As examples of this we have found that on the largest state railway system in the world the average passenger fare is less than a cent a mile; that in another country a thousand-mile journey can be undertaken at an expense of less than seven dollars; and that at an expense of slightly more than ten dollars the same journey may be made with accommodations far superior to those offered by the coaches in America. We have found that the accommodations offered by existing state railways, particularly in Northern Europe, are of a kind comparable to any, and that the service is rapid and punctual.

We have seen further that freight rates, contrary to current opinion, based on misleading figures, offering no true comparison, are not higher on government railroads, except in very special instances, than on the private railroads in the United States, and that, comparing European state railway systems with European private systems, the public railways invariably furnish cheaper service. And last, but not least, we have found that the safety of travel is greater, and in countries with highly developed state railway systems, far greater, than in our

own country. We may add, to complete our statement, that discriminations in rates are unknown, and that the public railway administrations follow the progress in their respective fields fully as closely as do our private managements. Many of the developments and improvements in the railway field have been originated and first adopted by governmental railway systems in Europe.

In short, we have found from our investigation that the claim referred to in the introduction of this series, that "existing government railroads are not managed with either the efficiency or economy of privately managed roads, and the rates charged are not as low, and therefore not as beneficial to the public," is absolutely false in regard to most of existing state railways; and in regard to the rest of them it contains only a half truth.

The facts quoted, however, not only permit us to reject the statement made by the present Republican candidate for the Presidency, as having been uttered either out of ignorance of real conditions, or in subserviency to "vested interests"; they also permit those of us who believe in government ownership of public property to claim that government ownership of railroads has proved highly successful everywhere where it has been fairly tried. This, we claim, is because public ownership of public highways is the only reasonable and logical condition of ownership—in a word, because it is the only condition of ownership which fills the demands of true, genuine democracy, in the deep and real sense of this word.

Let me here repeat, that it should be understood that when we attack private ownership of railroads we attack a condition; we do not attack personalities. If private ownership is a wrong condition, if it has been fruitful of corruption and public degeneration, it is not the past and present owners or managers who are the only ones responsible. We, the people of the United States, who permit this condition to continue are responsible. Let us not as cowards blame others for what in the last instance is due to our own inactivity, apathy, and lack of appreciation of the ideals of a true republic. There are railway officials in the United States who, as men, are of the highest type. It has been said before, and it may well be repeated, that there are in this country able railroad men who, if serving the interests of the whole people, rather than the interests of a private monopoly, would raise the railway system of this country to the foremost place in the world. There are men in the service of the railroads, occupying the seats of directors, who realize the inequity and the attendant evils of private ownership. There are others, in managing positions, who denounce as strongly as anyone the depravity of their stock-gambling superiors. But these men will not come to their own until our railway system is operated for public benefit rather than for private gain. Let it therefore be fully understood that it is the present inequitable system of monopoly we denounce, not the men who are the victims of our institutions.

The railway system of America has an opportunity ahead of it not equaled anywhere in the world, but only the ignorant boaster of his country would claim that we have as yet reached the goal. It is true that America has placed itself foremost in the world in many respects, due to industry, skill, persistence, and energy; and our practical railroad men have carried out a wonderful work. They have proved themselves equal to any occasion where their ability has been permitted to freely exercise itself. Let the fullest opportunity be given to these practical railway men—not to exploit the public for private gain, as many of them have been compelled to do against their will in the past, but to bring the railroads of America up to the highest standard attainable.

This opportunity the people of the United States have in their power to sooner or later give to their

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practical railroad men; for we can place our transportation systems on the same equitable basis as have our European sister nations. This, however, we can do only by studying what these nations have accomplished. No prejudice or false patriotism should be permitted to enter into our sincere endeavors to establish the true functions of our government.

It is not intended to here present arguments in relation to the current objections to public ownership. It has been the aim to simply present the facts. But there is one objection to public ownership so frequently offered, and of such a character, that it should never be permitted to remain unanswered. This objection is offered by those who disbelieve in American honesty in public affairs—those who claim that public ownership would be a failure because our public officials would not perform their duties honestly. This claim is an insult to every true American; it is an insult to the highest conception of American manhood, and as such it should be met. Should we, as Americans, whether we be born under the stars and stripes, or have from free choice linked our future with the destinies of the Republic, should we admit that as honest men cannot be found among us as can be found among the individuals of our sister nations? Should we be so forgetful of the highest ideals of true citizenship as to be able to make such a statement without shame?

If in the past public honesty has not been as conspicuous in our various governments as in the European governments, what has been the cause? Is not the cause the very existence of the corrupting influences created by our fostered monopolies? European representatives of the people, it is said, guard their honor jealously; so do also American representatives—of the people. Representatives of private monopoly, of vested interests, however, are, as a rule, not so jealous of their public honor. But, were we free from the corrupting influences, would we not also be free from their representatives? If we eliminate special privileges accorded to vested rights we shall find that even among us there are true, honest, upright men, proud of public confidence, who would place their integrity above all else, and would regain for America one of its nearly lost treasures—the faith in democratic government.

When Americans as a nation lose their faith in American honesty the word "American" will have lost its significance. It will be a misnomer. It had better pass into oblivion. For the American nation was founded on conceptions of freedom, justice, and honesty; and whenever these attributes shall be lost sight of, then let us no more be proud of our country, and let us admit that the prophecy of half a century ago, that republican government would prove to be a failure, will come true.

And still, why do we picture this condition? For this prophecy shall never come true. Whatever be the opinions of the few who have lost sight of the high ideals of Americanism, Americans still have faith in American honesty. Let the dead bury their dead. But let us who still believe in the future of America, sow the seed of truth. The one reform previously inquired into is but one of the many which shall carry our country and our people forward and upward. It is required of us that we fulfil our duty. Let us shake off that spirit of indifference that holds us down, and let us fearlessly, but intelligently, take one forward step at a time. Let the prejudice of false patriotism be powerless in preventing us from expressing and acknowledging the true state of affairs, and let us not be foiled by the over-estimation of the power of opposition. Then our efforts will create a freer and better America than the America of today, and we shall be able to develop a spirit of true patriotism, of real progressiveness, of justice for the many as well as for the few, and for the few as well as for the many. We shall, in a word, be able to raise our country to that plane where we shall have a right to proudly and justly call it "the land of the free."

RECENT CONTRIBUTIONS TO "GOVERNMENT OWNERSHIP"

Railways in Europe.

According to the London Statist, the Austrian Government is extending its ownership of the railroads to include most of the mileage remaining under private ownership. Five lines of a total length of 1,875 miles will become the property of the state before the end of the year, making a total of 11,147 miles under public ownership. This will leave only about 2,500 miles of line under private ownership, and this will eventually go to the state. European countries generally are finding no satisfactory solution of the railroad problem short of public ownership and operation.

THE LINE ELEVATOR COMPANY A FINANCIAL PIRATE

The following from the Co-operative Journal of Chicago, is as applicable to the operations of the line elevators in Manitoba and Saskatchewan as in the grain-producing states of the American Union.

Viewed from a business standpoint the Line Elevator Co. is rapidly becoming, if it has not been from the first, a commercial pirate. It seeks to maintain its monopoly on the grain trade. Its object is to pay large dividends on the capital invested and it never invests a dollar in the community in which the dividends are made. It accumulates these dividends in the large business centres and invests them in no wise as we believe for the benefit of farmers or the business communities.

On the other hand, the Co-operative Farmers' Elevator has in view, not large dividends, but good prices; every cent of advance in price, every dollar in dividends goes back to the shareholders and grain growers, and through the farmers re-enters the channels of trade in the community in which the grain was grown.

The farmers and business men, whose interests are identical, should unite in the condemnation of the methods used by the line houses, and should support in every fair and legitimate way the interests of the co-operative companies throughout the grain belt.

WANT GOVERNMENT OWNERSHIP

The Grain Growers' Association of Mather, Man., passed the following resolution at their meeting, held October 19th:—

Moved by James Robinson, seconded by S. A. Fulford—That we, the grain growers of Mather, heartily approve of the efforts of the Executive of the Grain Growers' Association in the past year, and urge them to continue their demand for government ownership of all storage facilities for the handling of grain at the interior and terminals. Carried.

TO LET CONTRACT FOR G.T.P. ELEVATOR

Fort William, Oct. 24.—When Chas. M. Hays, president of the Grand Trunk Pacific Railway, was in the city, he made an important statement re terminal work construction in that city. Mr. Hays said: "I beg to say that as our bridge over the Kaministiquia river is completed and we have several miles of track on the Mission, and extending back to the elevator site, we have determined to immediately take steps to commence its construction. We now have on the ground the necessary piles for the foundation, and expect next Tuesday to award the contract for the construction of the elevator, including most modern working house and storage house of 3,000,000 capacity. This is the first unit of our elevator plant, which when fully developed will contain a storage of 40,000,000 bushels. We will shortly follow up the work of laying tracks, building our engine house and shops, coal handling plant, wharves, freight sheds, etc., and hope to be utilizing the Mission terminal for the 1909 crop."

THE TERMINAL ELEVATOR TRUST

The following excerpts from an article in the October issue of the American Co-operative Journal of Chicago, on the terminal trust and grain monopoly of Chicago, is of special interest, as it illustrates what is perhaps to a lesser extent practiced in our own terminals at the Lake Front.

"The tyranny of the elevator monopoly, which from a fair and legitimate beginning has grown to such proportions within your Association as to threaten its very existence."

"The old time open competition of thousands has been superseded by new conditions under which each railroad terminating in Chicago is practically controlled by a single buyer. Special rates are made to favored individuals who have the further advantage of elevator control, so that rates charged to the public are rebated to themselves, thus enabling them to outbid or undersell all competitors."

"By the rankest and most brazen manipulation they seek to control the price and movement of our commodities and force every buyer and every seller to their terms."

"Their alliance with the railroads and the privileges and immunities enjoyed by them on this board enables them to levy tribute on producer and consumer alike, while the centralization of the control of stocks of grain in store robs the banker and the common carrier of the legitimate advantages of competition that would come with a restoration of the natural order of business."

"The opportunity to select and sell at a premium the best of a grade while offering holders of their receipts the poorest, is a manifest injustice and contrary to public policy. The market price is always based on the least desirable, while for the better qualities such a premium as the necessities or desires of the consumers may warrant is executed by the custodians of the property. The well-known fact that the poorest quality that is deliverable on contracts established the price of the entire stock in store, and to a certain extent depresses the general market, is a constant injustice to producers in all the territory tributary to our market."

The Board of Trade a year ago last April received a report of a committee of its members which was appointed to investigate the relations of Chicago warehousemen to the Board of Trade, and this committee, among other things, reported as follows:—

"The ownership and control of contract grain in public warehouses, either directly or indirectly, by any subterfuge by the owners and managers of such warehouses, is not only unlawful, but a dangerous matter, and is a positive detriment to the market. It narrows trade, creates a monopoly in the control and shipment of property, and makes it possible for these warehousemen to create corners by withholding receipts from the trade and curtailing the circulation and supply of contract grades."

Mr. Geo. Marcy, of the Armour outfit, made the following admission while in an apparent momentary spasm of patriotic nightmare:—

"I feel that your committee or the Board of Trade should, just as soon as possible, work out some plan whereby public elevators may be provided, and such elevators as are provided be operated entirely by people or concerns who are not interested in any way in the handling of grain."

It is not improper that in order to understand the practices of this Trust we should introduce a little evidence which appeared in a recent publication by Mr. Greely, and which any man familiar with the grain business of Chicago and the operations of this monopoly, believes to be absolutely true. Many instances similar to

this could be illustrated from printed records, but this will be sufficient for the present:—

"But even these dishonest practices have been but minor evils compared with the methods of that "brainless" elevator combine who have accumulated a stock of over 20,000,000 of a hybrid grade of so-called contract wheat in their houses, when less than 5,000,000 would have been their stock under normal conditions. This interest uses its large storage capacity for mixing purposes. They make, and when it suits their purpose, depress values, deliver on contract what is inspected as No. 1 Northern spring wheat. It consists of about 40 per cent. of the real article, No. 1 Northern; about 50 per cent. of No. 2 soft Nebraska spring, and about 30 per cent. No. 2 and 3 hard Kansas winter wheat. This mixture is run through cleaning machinery and delivered out as pure No. 1 Northern spring wheat. Why should we pass laws to prevent the sale of oleomargarine and butterine as pure butter and still permit such a gigantic swindle as this to exist. By accumulating this immense stock of adulterated wheat and keeping control of it in their own hands, this elevator interest has been enabled to dictate prices not only for the producers of this country, but practically for the markets of the world. The system so long in vogue of trading with distant futures and settling trades through a clearing house, has given the market entirely into the hands of this elevator interest, and they seldom make deliveries on contracts when they know the wheat is actually wanted, and will be taken away from them, but only to weak speculative holders who they know will sell it out immediately, returning it back to their own hands."

NEW TERMINALS AT PORT ARTHUR

The announcement is made that W. McWilliams, of the Canadian Elevator Co., Nicholas Bawlf, of the Northern Elevator Co., and C. B. Piper, recently from Minneapolis, are principal promoters in the Thunder Bay Elevator Co. that is building a terminal elevator at Port Arthur which the city of Port Arthur is exempting from taxation for twenty years. It is also announced that the G.T.P. has let a contract for terminal elevators to be completed in time to receive the crop of 1909. There is a well-grounded suspicion that the G.T.P. terminals are to be controlled by a subsidiary company, composed of some of the leading officials of the G.T.P. and leading members of the Winnipeg Grain Exchange, one of whom is Nicholas Bawlf, of the Northern Elevator Co. We are gradually drifting into a condition similar to that which obtains in Chicago and Duluth, as described in the above article. It is now well known that the Winnipeg Grain Exchange dictated prices to the producer this season, and as the dealers own the storage, both interior and terminal, they dictate prices to the millers, selling only on futures, thus adding the storage charges to the price of cash wheat, and so holding up both producer and consumer.

BRITISH GUIANA FAVORS RECIPROCITY WITH CANADA

Although the governor is understood to be opposed to reciprocity with Canada, the general feeling towards it is decidedly favorable. In their annual report the Chamber of Commerce state that it is essential that the present market for the bulk of the colony's exports should be retained, and they add that a satisfactory preferential tariff in Canada on all the colony's exports is most important and desirable, and if the negotiations on the basis of the Barbadoes concessions can be made to maintain and extend the Colony's existing preference in Canada it will be of great mutual benefit to both countries.—The Standard of Empire.

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NEWS OF INDUSTRIAL CO-OPERATION

BY HAZEL HAMMOND ALBERTSON

(Of the American Bureau of Civic and Industrial Research.)

There is no movement in any country more encouraging, nothing fraught with greater possibilities for the future to those of us whose faith is in the common people, whose religion is the religion of democracy, than the co-operative movement among our Western farmers—those great, hearty, whole-souled men who are the chief factors in the production of the people's bread, to whose labor is due, almost wholly the grain supply of the world. And these men, these real "captains of industry" are learning from every day's experience that in union alone there is strength, that only by combining with each other can they hope to live and labor under the decent economic conditions which are the right of every human being. Of these, a large percentage comes from Northern Europe; from Norway and Sweden, from Denmark and Holland, and from Germany, and they bring with them the experience gained from years of co-operative organization in their own country, and the great hope of finding in America the realization of their ideals of democracy.

Our American farmers, while they have not had the actual experience of their foreign-born neighbors, have had over forty years of education along co-operative lines. The Patrons of Husbandry, which twenty-five years ago had more than 1,500,000 members, the Grange which later merged itself with the Patrons, the Farmers' Alliance which exerted such a powerful influence on behalf of better legislation for the farmers and cleaner politics, have done the pioneer work and prepared the way for the powerful farmers' organizations which are now coming into existence in all the Western states, but more especially in the great grain-producing states of Iowa, Illinois, Nebraska, Minnesota and the Dakotas. In all the states west of the Mississippi there are organizations of farmers' societies, such as elevator and shipping companies, creameries, etc., but in each of the above-mentioned states these societies have united in the formation of a central state organization which plays a large part in the industrial life of the state, and in many instances is able to materially influence the political outlook in the interests of better government.

Illinois was the first of the states to form a central organization, and it was largely due to the activity of the farmers of Mason County that this was done. The farmers of the little town of Manito, in Mason County, were among the first of the state to realize the need of organization in order to combat successfully the Line Elevator Companies, the trust interests, who, of course, were discriminated in favor of by the railroad whenever possible. The farmers of Illinois had seen little individual companies ~~swent out of existence by the powerful trust interests~~; some of these men had been forced to the wall themselves by methods every whit as underhanded and cruel as those of the Standard Oil, that huge preceptress whose teachings have crept into all corners of the world and promoted our whole system of commercial dishonesty, and they have been forced to the acknowledgement that salvation lay in organization. Consequently in February, 1896, the farmers of Manito organized the Granger Elevator Company. Petitions were started for the organization of a company with \$3,000 capital, shares being \$25, ten shares the limit to one person. By the end of March the stock was all sold and in November of that year the company started in active business. This new company did not meet the opposition which the later organizations encountered, the line companies believing, no doubt, that its life would be short, did not consider it formidable enough to fight. Still they had their troubles. In the first place the railroads refused their application for a site, so they were forced to purchase one, and after referring the matter to the railroad and warehouse com-

mission, a switch was secured by the payment of \$75. There was a shortage in cars and the Line Elevator people did advance grain prices, hoping thereby to force the failure of the new company, but by the end of three months car troubles were adjusted and in six months satisfactory freight rates were secured.

The second farmers' elevator company came into existence at Easton in July, 1897, and in 1899 a company was organized at Mason City which is now one of the largest in the state. These later companies undertook also to handle coal. From this time on the number of elevators increased very rapidly and by 1902 there were thirty in successful operation. About this time the Line Elevator Company began to realize the immense possibilities in the farmers' elevators, and they instituted a boycott against them. An agent of the regular dealers canvassed the state advising the commission men and track bidders to refuse consignments from co-operative grain companies and regular dealers to refuse to carry on business with receivers who handled co-operative business. Though the boycott was not successful it caused the farmers a great deal of trouble; some of the companies were completely shut out of their markets and others had their markets so restricted that they were unable to hold their own against their competitors.

It was during this trying time, when unswerving loyalty to their cause was the farmers' only hope, that the farmers united under the name of the "Farmers' Grain Dealers' Association of Illinois." Their first president was John Collins of Tuscola; John A. McCreery of Mason City was elected secretary, and still holds that position. Mr. McCreery is one of the guiding spirits of the state organization and has been manager of the Mason City Elevator Company ever since its formation.

The State Association has proven a powerful force for honorable business and clean politics in Illinois, and because of its influence has been able to promote and foster farmers' organizations, not only in Illinois, where there are at present over 160 companies, but also in other states. The membership of these companies runs from 40 to over 400; the capital stock from \$3,500 to \$35,000. Some of these have extended their business to lumber, farm implements, etc., a few companies now have two or more stations, and several require two elevators to handle the grain of their stockholders. New companies are constantly being formed, and the old ones are finding it necessary to enlarge their plants in order to handle the grain brought to them.

The Farmers' Elevator at Illiopolis, Illinois, is a fair example of the growth of the movement in the state. The company was organized on the twelfth of January, 1904, with a capital stock of \$10,000 divided into shares of \$50 each, no person being allowed to own more than five shares. The building, a modern, up-to-date elevator with a capacity of 50,000 bushels, was completed about the first of August, and the grain came in so rapidly that everything was filled before the railroad had the switch completed. The plant has been enlarged and improved by a considerable extent; a 25,000-bushel oat bin, costing \$1,200, has been built, an ear corn-crib and also another elevator section is to be added in the near future. During the last year 284,186 bushels of grain were shipped, and several thousand were turned away for lack of room. The company consists of 120 stockholders, either actively engaged or connected with farming. It has paid two six-per-cent. dividends and spent about \$3,000 in enlarging the plant in the past year. In addition to the grain, they handled 12,000 pounds of twine and some coal. This measure of success is duplicated in nearly all of the elevators of that state. In Champlin, for instance, their

annual report shows about twelve per cent. net profit; Cropsy has recently built a 40,000-bushel oat-house in addition to their elevator of 75,000 bushels capacity; the elevator at Cocksville has a capacity of 70,000 and handles about 400,000 bushels yearly; the company at Colfax owns two elevators and handles 500,000 bushels of grain annually, and the Farmers' Elevator Company of El Paso does the same; the Carlock Elevator Company reports a prosperous year, there being an undivided surplus of \$2,000 on hand January 1, which they voted to keep in the treasury increasing the capital stock to \$8,000 and then issuing a stock dividend of 33 1-3 per cent. on all stock outstanding at the first of the year. This company handled nearly 250,000 bushels of grain and 750 tons of coal the past year. The Rooks Creek Elevator which has been doing business about eighteen months has a surplus of more than \$1,200, and besides receiving good prices for their grain the company accumulated twelve per cent. on its capital stock. The Elevator Company at Monticello operates two elevators, and one day last fall there were counted 238 wagons loaded with corn standing in line waiting for their turn to be unloaded. The Cerro Gordo Company handled 217,414 bushels of grain in 1907; also 1,950 tons of soft coal and 281 tons of hard coal. The total amount of business for the year was approximately \$160,000 and a profit of \$1,193 was realized after paying all expenses.

Since the organization of the Co-operative Elevator at Mason City already referred to, in 1899, additions have been built to the elevator which holds 25,000 bushels, at a cost of \$3,500; cribs which hold 6,000 bushels of corn, and also two large coal sheds. All of these have been paid for out of the earning of the company, and in addition to this the company has paid \$3,500 in dividends. They will soon put in a drier and make some other improvements, which will cost about \$5,000. This company handles between 300,000 and 400,000 bushels of grain a year.

In Iowa the success has been even more marked. The State organization was formed two years later than that of Illinois, but it has outstripped its predecessor in the number of elevator companies formed. The struggle in Iowa was similar, though a more bitter fight was waged against the little co-operative companies than in Illinois. The first society of the state was at Rockwell, Cerro Gordo County, and their success is largely attributable to the clause incorporated in their by-laws, providing that a commission of one-half cent. per bushel should be paid into the company treasury by their members for every bushel of grain sold either to themselves or to their competitors. When sold to their own company this represented the cost of handling the grain, and when sold to a competitor it was paid into the treasury just the same, and in this way the farmers' company was provided for, no matter how much the line elevator people raised the prices in their endeavor to force the farmers' company out of business. The trust fought the farmers' company at Rockwell, and fought them with every trick known to modern political business, and to the everlasting credit of the little group of staunch and faithful farmers they failed. But, though the trust was beaten at Rockwell, the fight had been so hardly won that other sections of the state hesitated before organizing their own companies for fear of a similar experience.

Mr. C. J. Messerole, who has been identified with the movement from its inception and who is now secretary of the state organization, in relating the history of the fight says that "The policy of the combine for the time being was to ignore the Rockwell society, and after being driven out of that market paid little attention to them, but when a dozen or more of these companies were organized and the movement threatened to become general, then it was that the real purpose for which the Iowa Grain Dealers' Association, under the leadership of the Line Elevator interests had been reorganized was disclos-

ed. Blacklisting the co-operative companies and boycotting all commission houses who dared to receive the business of the co-operatives, bulldozing local merchants with threats of putting in department stores, filling the local press with false reports of financial difficulties of co-operative companies, formed a large part of the activities of the trusts' Iowa representative. . . . Realizing that the net was slowly but surely encompassing them, a call was sent out in the month of October, 1904, from Rockwell for all co-operative companies of the state to meet at Rockwell on November 4th, for the purpose of organizing an association, the object of which was to be a more intelligent and vigorous effort towards the promotion and organization of co-operative societies and unite and solidify the existing companies for the struggle which all knew was to come."

Mr. McCreery, of the Illinois State Association, Mr. W. M. Stickney and Mr. Messerole were invited to assist at the organization. "We were met at the train by a little band of pioneers," continues Mr. Messerole, "and escorted to the dining-hall. The town was decorated with flags and bunting and magnificent displays of the products of orchard and field."

The organization resulting from this meeting elected Mr. N. Densmore president, Mr. Messerole secretary, and J. H. Brown of Rockwell, treasurer. Twenty companies joined the Association at the start and that number has increased until at present there are over 200 companies belonging to the state organization, with a membership of 30,000 farmers.

This Association publishes the Co-operative Journal, a monthly exceedingly well edited by Mr. Messerole, which contains considerable news of the advance of the co-operative movement among the farmers. The Journal, which is published at Chicago, is endorsed by all the state organizations, and is a great factor in bringing them into closer relationship with each other, and in promoting actual co-operation between them.

Nebraska has also a state federation, and their fifth annual convention was held at Lincoln on the twenty-first and twenty-second of January. About 2,000 farmers attended these meetings. There are 140 co-operative elevator companies in this state and a large number of co-operative shipping companies. The association has declared itself strongly in favor of federal inspection of grain and weights, and is throwing its weight in favor of other legislation which will be of benefit to the farming interests.

In Minnesota there was recently organized a state association of which Burr D. Alton of Ceylon, who is connected with a half-dozen co-operative societies in the state, was elected president, and R. L. Johnston, of Austin, secretary. As there are nearly 185 farmers' elevators in the state the need of a central organization is apparent, and it is sure to promote the cause of co-operative industry to a great extent. The co-operative creameries of Minnesota, of which there are over 600, are co-operating in this movement also.

South Dakota held a convention in February for the purpose of forming a state society, and other near-by states are realizing the need for taking such steps.

The sales of the two co-operative wholesale stores in Great Britain amounted to over \$144,000,000.00 in 1906.

Co-operative stores on the Pacific Coast have for some time co-operated with one another in buying by means of their wholesale at Oakland.

The movement to establish a co-operative wholesale store in Minneapolis has taken form and a start will soon be made. The League stores are already doing about \$100,000.00 worth of business per month. Over one half of this can be done through the co-operative wholesale which is to be established.

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MANUFACTURERS HAVE PROBLEM

Montreal, Sept. 16.—The report of the Canadian Manufacturers' Association railway and transportation committee was introduced at the convention to-day by the statement that it had been its aim to bring about a reasonable adjustment of rates and classification and conditions of carriage. After a discussion of matters of interest, including rates, freight classification and bills of lading, the report dealt with reciprocal demurrage, in part as follows: "The resolution adopted at the last annual convention providing penalties for failures of carriers to supply cars and to haul them to their destination, also to place cars for unloading at destination, was endorsed by parliament. "This," the committee says, has proved of great advantage to shippers." The report referred favorably to an amendment which empowers the board of railway commissioners to make regulations applying either generally or particularly to any system or part of a system.

Montreal, Quebec and Halifax branches, it is stated, passed resolutions recommending the bringing of the Intercolonial railway under the jurisdiction of the railway commissioners. The committee recommended that the association put itself on record in favor of this.

REPORT ON CUSTOMS TARIFF

In introducing the report of the tariff committee the speaker said never before had it been their privilege to report so many practical benefits conferred, and never before had the prospect of continued increasing usefulness seemed brighter. The committee dealt exhaustively with the question of "dumping" and brought many facts to light, showing that in the early part of 1907 this had attained serious proportions. Upon asking members for specific instances, the committee was so deluged that it was unable to handle complaints with the ordinary staff. This led up to the appointment of a tariff officer in the person of R. W. Breadner. The Franco-Canadian treaty was discussed and the opinion expressed that in its present form it was not likely to become effective. The Montreal branch suggested that the tariff headquarters be permanently placed at Ottawa. There was some discussion on the preferential tariff by the committee.

SHOULD THE FARMERS DOMINATE?

How far are the farmers of the west to influence the tariff so as to injure the manufacturers of the east, was the pertinent query offered to-day at the business session of the Canadian Manufacturers' Association. Speakers representing the cotton and woollen industries expressed a spirit of friendliness towards the western farmer, but both objected to his dominating the tariff. "The money of the east built the west," said one speaker. "If the west is going to rule the east, it is time we knew of it," commented another speaker. During the course of the day, Louis Simpson, manager of the Montreal Cotton Company, made the assertion that unless some change was made the cotton industry will in the future be in as bad a position as the woollen trade is to-day.

PUBLIC OWNERSHIP IN WEST

It is significant that nowhere in this continent has the principal of government ownership made such headway as in the West. The public here is not only fully awake to the evils of control by corporations, but they are active in their efforts to circumvent the trusts.

The latest project is an immense one brought forward by the farmers of the whole West. The development and results of this agitation will be followed with interest. The Grain Growers' Association, speaking for more than 14,000 western farmers, demand Government ownership of the interior elevators in the prairie provinces. A conference was held last May by the Premiers of Manitoba, Alberta and Saskatchewan, but no definite action was taken. There are over 2,000 elevators in these provinces, valued at more than \$15,000,000. But this is not the

whole scheme. The Grain Growers want the federal Government to acquire the terminal elevators on the Lake Superior ports, and when the Hudson Bay road is built there will be a similar demand for Government-owned elevators at Fort Churchill.

The record of Government ownership in the West up to the present is striking. Port Arthur, Fort William and Edmonton own their own street car systems, and Winnipeg council is considering the purchase of the franchise in that city. Edmonton, Calgary and several other cities own their own lighting systems also. Each of the three Governments own their own telephone systems, breaking the Bell monopoly under which eastern provinces have groaned for so many years. The Manitoba Government also controls the Northern Pacific lines in that province, holding a lease of them for 999 years, with the option of purchasing at any time in that period for \$7,000,000.

This constitutes an imposing record of public ownership which is likely to increase very largely in the next decade. It is the very spirit of the West.—Stettler Independent.

TARIFF ANOMALIES

The following extract is taken from the October issue of the "Public":—

"In our country, men are cunning enough to exploit the people and the people are simple enough to allow themselves to be exploited. Witness some examples that can readily be multiplied.

"The duty on borax is 5c. per pound. In the United States it sells for 6c. and in England for 1½c. per pound. It is made in California, the stock in the manufacturing company being owned in England. So not only do the English buy borax at a low price while we pay a high one, but the difference goes into English pockets. And it is the American people at large who fill the pockets of these few Englishmen. Should we not be a little less proud of ourselves and instead of making our boasts the laughing stock of the world, find what sensible foreigners think of us?"

ALBERTA FARMERS' ASSOCIATION

(Vegreville Branch.)

The local branch of the Alberta Farmers' Association held a regular meeting in Steeves' Hall last Saturday. Pres. Jas. J. Stanton was in the chair and there was a fair attendance of members present.

The proposed amalgamation of the A.F.A. and the Canadian Society of Equity was discussed, and after some interesting views had been advanced the subject was left over until the next meeting for further discussion.

The revival of the bounty on coyotes was taken up and a strong resolution was drafted and sent to the Provincial Department of Agriculture urging that the bounty be made effective again right away.

A resolution was passed in favor of the Provincial Government undertaking a general hail insurance scheme. The rate favored was one cent per acre on all lands and the reimbursement for hailed-out crops \$8 per acre for loss of entire crop.

It was the unanimous opinion of the meeting that the A.F.A. should be incorporated and the best means to that end will be taken up at a future meeting.

The local branch intends to hold a seed fair sometime early in 1909, of which full particulars will be published later.

The next meeting will be on Saturday, Nov. 28th, and after that date regular meetings will be held on the second and fourth Saturdays of each month.

THOS. BALAAM, Secretary.

The great co-operative movement aims at the distribution of the wealth of the world on the same co-operative principle under which it is produced.—Co-Operative Journal, Oakland.

ENCOURAGEMENT TO AGRICULTURAL SOCIETIES

SUBSTANTIAL CASH PRIZES FOR SEED EXHIBITS

Manitoba Agricultural College,

Winnipeg, 30th Oct., 1908.

To the Directors of Agricultural Societies in Manitoba:

Sirs,—In order to promote a greater interest in the improvement of farm crops in Manitoba, the Hon. Minister of Agriculture for the Province has been pleased to announce that there will be paid to each Agricultural Society holding a special exhibition of grains between the 1st of November, 1908, and the 1st of March, 1909, subject to conditions herein outlined, an amount equal to one-half the amount actually paid out in cash for prizes, but not exceeding fifty dollars, to each society. Assistance will also be given by the Department of Agriculture, through the Agricultural College, by supplying judges and speakers free to each society.

CONDITIONS.

1. Dates of shows to be approved by the managing Director of Agricultural Societies.
2. Agricultural Societies to provide living accommodation for judges during the time they are engaged at each show.
3. All grains entered for competition to be grown by the exhibitor in 1908.
4. No grain to be allowed in competition for prizes unless the samples shown represent for sale as seed not less, in each class, than fifty bushels of wheat, fifty bushels of oats, thirty bushels of barley, five bushels of brome or rye grass and three bushels of timothy.
5. In each exhibit of wheat, oats or barley not less than one bushel to be shown, and all exhibits to be held to be representative of total quantity of such grain offered for sale as seed by the exhibitor.
6. Exhibits containing such impurities as smut, weed seeds or other grains which, in the opinion of the judge, are of a noxious nature, not to be awarded prizes.
7. No exhibitors to be allowed more than one entry in each section.
8. All exhibits of seed to be labelled after judging, giving the name and address of the exhibitor, name of the variety, amount for sale as seed, and the selling price.
9. Societies to use every reasonable means to advertise their show within twenty miles of the point where it is to be held.

In reference to Clause 1, it is desirable that circuits be formed of all shows to be held about the same time. It is understood, however, that the dates suggested by Societies will be followed as closely as possible.

It is hoped that every Agricultural Society in Manitoba will take advantage of this opportunity to improve the seed sown within its district. By an united effort in this work the quantity of wheat and other grains grown on Manitoba farms may be greatly increased and their quality much improved.

Societies intending to hold shows should signify their intention at an early date.

Yours very truly,

W. J. BLACK,
Managing Director.

We noticed in a recent issue of a paper to the east of us, an account of a big day's work at an elevator. Three years ago the Deloraine Farmers' Elevator took in 10,017 bushels of wheat in one day, and this season the best day's work of this same elevator was 9,820 bushels of wheat, and for several days following this the tally was over the 9,000 mark.

THE FUTURE FARMER

Towards the end of this century the farmer will be the best educated man in Canada. He will be a chemist with knowledge to enable him to handle his soils, his fertilizers and his foodstuffs so as to make them yield the maximum of profit. He will be a botanist with knowledge to enable him to take advantage of heredity to breed disease-resisting and frost-resisting plants. He will keep pace with every movement of the scientific world which can be turned to his advantage. He will be able greatly to increase the quantity and quality of his wheat and corn, vegetables and fruit, cotton and wool, without having to add an acre to his field.

FARMERS SET HOT CO-OPERATIVE PACE

Alfalfa Hay Growers Along the Fertile River Valleys of New Mexico Organizing for Mutual Protection—Good Results Looked for Hay Grown There Under Irrigation, and big Crops Secured—Co-operative Method Here Made Good.

The co-operative spirit is pushing out aggressively to all sections of the country. Perhaps the most notable examples of success achieved to date are found in the grain growers' districts of the Mississippi and Missouri valleys, and in fruit and truck growing regions the country over. However, producers of practically all kinds of crops, including specialties as well as staples, are each year leaning more strongly towards the idea of working in unison for mutual protection and advancement of their interests.

The dealers have long been organized, both for the purposes of fighting for better rates of legislation and also for holding up their end of the business when dealing with farmers and ranchmen who have hay to sell. In recent years, however, the western producers of hay, the farmers, have awakened to the necessity of getting together and fighting for their own welfare.

Boasts were made at the beginning of the season that certain dealers would fill their warehouses with \$6.00 hay, but through the efforts of our association we have maintained a uniform price of \$8.00 for choice alfalfa. Growers outside of the association get \$7.00 and \$7.50, but much hay being sold in the valley (outside of this association) is only netting the grower \$7.00. The \$8.00 secured for our growers is net, not including 50c. per ton deducted by the association to running expenses.

Our association has now in operation or contemplation a general warehouse for the holding of our crops, each member holds his product until called for by the association. Some of our members have warehouses of their own that will hold ten or fifteen carloads of hay, and other buildings of the same or larger capacity are under contemplation. It has never been thought feasible to establish a central warehouse for the storing of alfalfa hay, for the reason that no matter how dry or how tight the bales are compressed, it would lose in weight and it would be a very difficult matter to determine how much any single lot of hay would lose, for hay placed in different points in the room would lose more or less than hay placed in other parts of the same room.

The Boissevain flouring mill has flour orders on file that it will take two months to fill, and orders continue to be received. The mill is running the full twenty-four hours.—Globe.

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COLLEGE BRED FARMERS

Tell How They Helped to Make the Old Farm Pay

SOIL MIXED WITH BRAINS

I entered the department of agriculture at the University of Illinois with a purpose of gaining an understanding of the principles underlying the science of agriculture, rather than with the purpose of adding to my earning ability. In short, my goal was not that of "dollars and cents."

In his address at the centennial of the Michigan Agricultural College, President Roosevelt said: "Nothing in the way of scientific work can take the place of business management of the farm." This I believe thoroughly. With President Roosevelt I also hold that any one of our agricultural colleges equips a young man more thoroughly to understand the relationship between the mere theory of learning and the facts of actual life. My own course in the agricultural college gave me a working knowledge of the principles covering the productivity of the soil, the growing of crops, the feeding and management of livestock—the practice of which I had little or no conception before going to the university. Beyond all question, one of the greatest practical benefits of my scientific training was that of keenly stimulating my interest in my work.

However, I have found that the knowledge acquired in an agricultural school pays in a financial way. For instance, the first year I expended two dollars an acre for phosphate rock and applied it to my cornfield. The increase of yield, sold at an average market price of thirty-five cents a bushel, more than paid for the fertilizer, left still sufficient phosphorus in the soil from the application to produce three succeeding average crops, and then left the field richer in phosphorus than before the experiment began. In the three years of feeding livestock since I left college I have fed and marketed thirty-four carloads: six of cattle, six of hogs and twenty-two of sheep. With these shipments I have "sprung" the market four times: twice five cents, once ten cents and once fifteen cents, and received the extreme top price in their class for ten other carloads of stock shipped last year. Not only did every load sell for the extreme top price in its class, but six out of the eight shipments sold for the highest price in their class for the year up to the time they were marketed, and the twelve loads of cattle, hogs and sheep on hand at the present time are in better condition than were these of a year ago at this time.

I could not have made this record, I am sure, without the knowledge gained at the agricultural college.—J. Orton Finley.

ONE YEAR AFTER COLLEGE

I have had but one year on the farm since leaving the agricultural college. However, I think that the accounts are already square, and that my scientific training at the agricultural college has already paid for itself.

First, take the matter of corn: by knowing how to select my seed properly and cultivate my land, I succeeded in increasing the yield from twenty to forty bushels an acre. The season was a very backward one, and many of my neighbors were forced to replant their corn fields. The superior seed which my training had enabled me to select undoubtedly accounted for the strong germination and the fact that I had a vigorous stand while my neighbors had a very poor one. Again, my corn brought fifty cents a bushel (or ten dollars an acre) more than that of my neighbors'; as I planted sixty-five acres the advantage was \$650 to the credit of a scientific education. This alone paid fairly well for the investment I had made for the three years at the college.

Again, I obtained five bushels of wheat more to the acre than the fields of my neighbors produced. This was almost entirely due to the treatment of the seed-bed

in accordance with scientific principles which I had learned at the college. I was obliged to use the same seed that my neighbors used, but the fact that I thoroughly harrowed the field produced a mulch which enabled the wheat to withstand the drought. For my wheat I received ninety cents a bushel, which brought me \$4.50 more to the acre than my neighbors received for their wheat. On fifty acres this amounted to \$225.

In oats I was clearly successful, getting a yield of thirty-seven and a half bushels more to the acre than the highest yield of any one in that county. This advance I attribute to the fact that I selected Kherson as the variety of oats best adapted to that locality, and to the fact that the soil was scientifically prepared. On my oats at forty cents a bushel I realized an advance over the yield of neighboring fields of \$3.20 an acre. In short, the total of the whole year's operations was \$949.80 over and above the results obtained by neighbors, and therefore fairly to be credited to the better methods which I was enabled to use because of my training in the agricultural college.

It is only fair to remember that I had had no opportunity to make any decided advance in soil fertility, and that my soil was in practically the same condition as to fertility as that of the neighboring farms. I should add, too, that the knowledge of how to feed and handle livestock according to the principles taught me in the college has made my stock practically immune from the diseases in the community. My college training in wood-working and blacksmithing and other manual lines has also saved me time, money and inconvenience. This fact may seem insignificant, but it is far from that. For example, right in the busiest time of harvest a brace on the tongue of my binder broke. This would have made the machine useless for the day had not my training enabled me to repair it, which I did in less than an hour. This saved me the loss of half a day with the machine in the field and also the charge which the blacksmith would have made for the work.—Peter Trask.

WHAT TENANT FARMER DID

I came home from the agricultural school in 1905, and next year rented twenty acres of badly-worn ground, putting in a crop of fall wheat, and attending it as near scientifically as I could. The yield averaged thirty-eight bushels to the acre, or six bushels more than any other yield in that neighborhood. On the score of this excess of one hundred and twenty bushels I credited my education with \$96, as the wheat brought eighty cents a bushel.

Last year I put in forty acres of corn, which I cultivated, and secured an average yield of seventy bushels to the acre, which was fully twenty bushels more to the acre than corn on the same quality of land in my locality averaged. So this corn, at fifty-three cents a bushel, made another credit of \$424 to the score of my training.

The excess of yield under scientific methods is where the agricultural training pays dividends. Besides a knowledge of why things are thus and so, I learned at college the valuable lesson of how to handle my time so that it would be well improved instead of wasted. Also a knowledge of the proper conversion of stock and of corn has been of great value to me, and so, too, is the crop rotation system which I figured out for this locality with the help of my professor.

In reviewing the results of my work it is only fair to bear in mind the fact that I am a renter and therefore could not handle the land to so great an advantage as I would have been able to do had I owned the farm myself.

J. D. NEWELL.

BETTER SEED AND MORE OF IT

THE SEED FAIR AND WHAT IT MEANS



HARRIS MCFAYDEN

Mr. Harris McFayden, representative of the Seed Branch of the Dominion Department of Agriculture, for Saskatchewan, has issued a booklet entitled "A Few Facts About Seed Fairs," from which we publish the following extracts. Nothing that has been undertaken by our governments in the way of agricultural education is calculated to be so productive of good results as the campaign for "Better seed and more of it," instituted by the Seed Branch of the Department of Agriculture.

We specially commend Mr. McFayden in his selecting for speakers at the fairs in Saskatchewan this winter, only practical farmers. Men who from personal knowledge know whereof they speak. Much of the educational efforts made by our governments are ineffective on account of the parrot-like character of the addresses frequently delivered at farmers' meetings by men who know nothing of the subject matter they undertake to deal with, excepting what they quote from essays prepared by someone else.

A valuable feature is that the growers of prize grain will be encouraged to tell how they grew their grain and the system of cultivation they adopt.

We commend seed fairs to all our readers and heartily congratulate Mr. McFayden on the evident success of his efforts as manifest by the large increase in the number of Agricultural Societies that are holding fairs this year.

OBJECTS OF SEED FAIRS.

For the exhibition, sale and exchange of farm seeds and to encourage the production of clean, pure, plump seed of superior quality, summarizes the objects of seed fairs which are generally held in this province from the middle of November until the latter part of February. As but little of the crop is in shape for exhibition purposes at the time of the summer and fall fairs, the seed fair, coming at a later date as it does, is a necessity. That this is realized by Saskatchewan farmers is conclusively proven by the rapid increase in the number of seed fairs

since their inception in 1905, when seven were held. The next year these increased to 21. The following year to 43; and this fall and winter it is expected that almost every one of the 62 Agricultural societies in the province will hold one.

SOME THINGS THAT THE SEED FAIR DOES.

The seed fair gives the grower of good seed an opportunity to exhibit, to advertise and to sell his grain at very little cost. Unlike other kinds of exhibiting, there are little travelling or freight charges. Whether one wins the prize or not one has the increased yield that the extra preparatory care given the grain secures, and when a prize is won it means quite a few cents more than the market price for all that one has to sell. By attending the fair the man who realizes the need for and the value of good seed, has an opportunity of looking over the best that is in his district. He knows where to buy—where he can get the most of the best for his money. Farmers are given a chance to compare their grain with that of their neighbor. This awakens and sustains interest in good seed and spurs them on to still greater improvement in yield per acre and in quality. Care in the production of the crop is encouraged, and one is frequently surprised at the difference in the returns per acre and the grade that results.

Then there is the meeting that goes with the seed fair. In this connection let it be said that there never was a time when there was a better understanding among farmers than at present, but the thin end of the wedge has only been inserted, and if these and similar gatherings are used frequently and properly, a greater sympathy and a stronger union will result, and the staple industry of this country will be materially advanced thereby.

As wheat growers in Saskatchewan, our success is determined largely by our solution of three main problems, viz.: Conservation of moisture, yield and quality,



E. D. EDDY

Dominion Seed Branch, Winnipeg

in which early maturity plays an important part, and the thrashing and selling end of the business. The seed fair is an opportunity to discuss these questions. At every meeting of this kind there are men who have learned in the practical school of actual experience many of the secrets of successful grain growing.

SOME IMPROVEMENTS.

Amongst the changes for the better that might be made by societies holding seed fairs, the following suggestions are, it is believed, well worthy of consideration. While the prizes on the whole have been good, the total amount offered by the average fair has only been in the neighborhood of \$100.00. There is room for improvement, especially when this amount is compared with what is commonly given at the summer and fall fairs for much less important exhibits. As this is a grain growing province, that feature of it deserves encouragement, and, it is hoped, will receive more of it at the seed fairs this fall and winter.

In regard to the prize list, many agricultural societies confine themselves entirely to the classes of wheat, oats, barley, and occasionally one of grasses. This is believed to be a mistake. Other grains and grasses grown on the farm should receive encouragement, especially those that as yet are little beyond the experimental stage, such as the clovers and corn. There may be no entries in these classes, but the fact of prizes being offered for them directs attention to them. While the same prize list would not be suitable to all societies, as the crops that require encouragement vary in different districts, the following is submitted as a basis on which to work:

1. Spring wheat, Red Fife.
2. Spring wheat, any other variety.
3. Oats, white.
4. Oats, other varieties.
5. Barley, six rowed.
6. Barley, two rowed.
7. Barley, hullless.
8. Peas.
9. Flax.
10. Brome grass.
11. Rye grass.



W. H. WENSLEY
A Representative Young Farmer of Heward



A. J. QUIGLEY
A Successful Farmer of Sintaluta

12. Timothy.
13. Potatoes, red.
14. Potatoes, white.
15. Collection of mounted and named weeds.
16. Red Clover Seed, native grown.
17. Corn, shelled or on cob, native grown.
18. Alfalfa Seed, native grown.

Special—\$50.00 silver cup for wheat making highest score counting points obtained in field competition, and those given it at the seed fair, cup to become property of farmer first winning it three times. This class will be exempt from rule three.

RULES FOR THE SEED FAIR.

Like the prize lists, rules will vary with the different societies. The following are suggested as a basis:—

1. All seed entered for competition must have been grown by the exhibitor in the year 1908.
2. Membership in the society will entitle anyone to exhibit.
3. No seed shall be admitted for competition for prizes unless the quantities of seed offered for sale as per samples exhibited are at least 50 bushels of wheat, 50 bushels of oats, 20 bushels of barley, 10 bushels of potatoes, 10 bushels of peas, 10 bushels of flax, and 100 lbs. each of brome grass, rye grass and timothy. Each exhibitor of wheat and oats, except those entered for special cup, must be willing to sell amount above stated, equal to quality of exhibit, for not more than an advance of 10c per bushel on market price of the grade that exhibit will go. Classes 13 and 18 inclusive are exempt from this rule.
4. Two bushels of wheat, oats and barley must be shown, but one bushel of each of the other exhibits will be sufficient.
5. Small samples of every exhibit shall be taken and held by the society in charge of the secretary, for exhibition purposes. These samples may be produced as evidence in the event of any dispute arising from the claim that the seed exhibited was not representative of that afterwards sold.
6. Small samples of each grain or grass exhibited will be taken by the secretary and sent to the Seed Branch, Department of Agriculture, Ottawa, or to Seed

Laboratory, Calgary, to be treated for germination, afterwards being kept in abeyance until the results of tests are known. Unless 75 per cent. or more of the grain and grass seeds germinate, the exhibits will not be given a first prize and may be rejected.

7. No premium shall be awarded on exhibits that contain impurities which, in the opinion of the judge, are of a noxious nature or on those that are not considered worthy.

8. No exhibitor shall receive more than one prize in any class.

9. All exhibits of seed must be labelled after judging, with the name and address of exhibitor, name of the variety, amount of seed for sale, and selling price.

10. In case of dispute, a statutory declaration that these rules have been complied with may be required from each or any exhibitor of seed.

11. No exhibits in sacks or other coverings containing them will be admitted with names, marks or initials thereon, and all must remain closed until judging commences.

12. Decision of judges to be final. The hall must be cleared except for directors in charge, until judging has been completed.

13. All entries may be made on the accompanying blank form or on one similar.

Exhibits for competition for prizes must be in the hall not later than 10.30 a.m. on (Date of Fair), and shall not be removed until the close of the fair.

This is the age of demonstration. The "Have to show me" attitude characterizes as a class the people of Canada, and is not lacking in those who contemplate settling in her fertile land. Acting on this, it is not for us to merely tell what we have done, and can and will do, we must show what we have actually accomplished, and in so doing, make our demonstration appeal to the class of people we want and need in this country, the farmers. In other words, what we should direct our attention to are the seed fairs and the standing fields of seed grain competitions, which not only demonstrate what has been done, but afford a criterion of what will be done in increasing the yield and improving the quality of the grain crop of the West. The wheat crop is the barometer of business. Let us make it register higher. More seed fairs will do it.

HELPS TO SELL YOUR GRAIN.

With a view of assisting farmers desirous of procuring good seed, the Seed Branch will compile, publish and distribute by March 1st, or earlier if possible, in tabulated catalogue form, the following particulars regarding the best grain exhibits at seed fairs in the three western provinces: Class, prize won, total score obtained out of possible 100, weight per measured bushel, per cent. germination, points of merit, defects, variety, number of bushels for sale, price per bushel, and exhibitor's name and address. No farmer with good seed to sell can afford not to exhibit and try for a place in the catalogue.

It is only a matter of about 25 years since wheat growing in the West was almost entirely confined to the Red River Valley. Today wheat is being grown as far north as the Peace River country. Fort Providence, 1,000 miles north of Edmonton, has its wheat fields, while grain weighing 62½ pounds to the bushel has been grown at Fort Simpson, 818 miles north of Winnipeg. We have the yield and the quality. Our wheat contains ten per cent. gluten, one of the most important elements in flour and bread productions, than any European wheat. English millers candidly admit that 100 lbs. of Canadian wheat makes more flour than any wheat they import. The eyes of the world are turned on Canada and especially on her wheat fields. It is up to us to deliver the goods.

THE FARMERS' TEN COMMANDMENTS

1st. Reflect thereon that the parent plant and seed bequeath equally their good points and bad points, their virtues and faults, to their offspring, and that it is incumbent on thee, not only for thine own profit, but also for the advancement of farming, to do thy share towards the improvement of plants. Therefore shalt thou do thy best in this matter, for "the seed is the beginning of life."

2nd. Thou shalt gather the seed from such plants as outwardly bear the stamp of being true to their species, for the characteristics are evident to the eye. As a man's breeding can be judged from his features, so can the character of a plant be seen. Grow thy seed separate from the main crop harvest, thrash and store separate.

3rd. It is the plants coming early to maturity which yield seeds that in their turn produce early crops and so escape the blighting effects of early frost. Therefore thou shalt not collect seed from plants which have run to seed before due time, or in any other way are not satisfactory, for the faults, no less than the good qualities, are passed on to the third and fourth generation.

4th. See also that thou takest the seed from plants distinguished for fruitfulness and for growing crops of the best quality.

5th. Thou shalt not gather seeds from plants that show evident signs of weakness, or which suffer from any disease or insect pest; for the seed must carry the diseases and the pests to the next generation.

6th. Thou shalt not take seed from a plant grown on a soil which is dirty or poorly cultivated; for an exhausted soil cannot produce a plant bearing seed of good germinating power.

7th. Neither shalt thou take seeds from plants grown upon soil that has been too heavily manured or cultivated; for luxuriance is always the begetter of vice. Therefore give thou preference to plants that have grown and done best under natural farm conditions, for such produce the best offspring.

8th. Thou shalt not gather seed from those plants which ripen latest; the first and best fruits yield the best seed. No procedure is more foolish than that of selling the best grain and using the poorest seed.

9th. Thou shalt not sow any seed until its germinating powers have been tested. Thou shalt see to it that special care is given to testing oats, barley and grass and clover seeds, lest they fail to grow and thy seeding is in vain.

10th. Gather not seed from late ripening soils, for then the seed does not ripen sufficiently before the beginning of winter and the seed is feeble. On the other hand, thou shalt not collect the seed too soon, and not before it is thoroughly ripened. Its productiveness and quality for seed thou shalt further insure by heavy fanning, thorough treatment with formalin or bluestone, and early seeding on carefully prepared land.

Hold thou by these commandments, so shalt thou have pleasure in thy crops and profit by thy work.

Wheat is the keystone of good times in the West. The prosperity of this part of the Dominion is immediately bound up with the yield and quality of the wheat crop and the industrial welfare of the older eastern provinces is largely dependent on the purchasing power of the West so that the whole of Canada is influenced by Western wheat. If there is a good crop, money flows like water, manufacturing increases and industrial activity fairly hums, but in a bad year money is scarce, the farmer has difficulty in meeting his fall obligations, manufacturing and trade is slow, confining itself to the staples and necessaries of life only, and times are inclined to be hard. In a word, the country is largely dependent on wheat, and it is our duty to do all we can to increase our yields and improve the quality.

IT PAYS TO SHIP YOUR GRAIN TO
A "STRICTLY COMMISSION FIRM"

**WRITE FOR MARKET PROSPECTS
 AND SHIPPING DIRECTIONS**

Thompson Sons & Company

Grain Commission Merchants

703F GRAIN EXCHANGE

WINNIPEG, MAN.

We Pay all Freight Charges

For the balance of the year on all orders made up from our catalogue and amounting to \$25.00 or over we will pay the freight charges.

**Send for our Hardware and
 Harness Catalogue**

This offer applies to all lines of Hardware and Harness excepting Fence Wire, Farm Wagons, Stoves and Platform Scales.

What does this Offer Mean ?

It means that the people living in the Far West buy at the same price as the people of the East. It also means that the consumer can buy direct and as cheap as the largest retailer besides having no freight charges to pay whatever.

We positively pay the freight charges to any station in Western Canada, excepting the Yukon Territory. Fill in the coupon and send for our Catalogue to-day.

MAIL THIS COUPON TO-DAY
McTAGGART WRIGHT CO. LTD. Winnipeg, Man.
 Please forward to my address one of your special hardware and harness catalogues.

Name

P. O. Address

McTaggart-Wright Co. Ltd.
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Portage Avenue
 Near Main St.

The
Queens

Winnipeg's Popular
 and Homelike Hotel.
 New, Modern and
 Central. American
 Plan. . . . Free 'Bus



MONTGOMERY BROS.
 PROPRIETORS



THE GUIDE'S MAILBAG



Brings a Mass of Inquiries, Notes of Appreciation and Pertinent Observations on Vital Questions.

R. McKenzie, Esq., Winnipeg, Man. :

Dear Sir,—I would like to call your attention to the state of our market this season. On Sept. 24th, before cars got scarce, the following prices obtained for following grades:—

Grade.	Sept. 24th, 1908.		
	Track Price.	Street Price.	Difference.
1 Northern	90½	83	7½
2 Northern	88½	80	8½
3 Northern	86	77	9½
No. 4	81	71	10
No. 5	73½	64	9½
No. 6	63	51	12
Feed 1	58	46	12
Feed 2	53	40	13

Average, 10½ cents spread.

Grade.	Oct. 16th, 1908.		
	Track Price.	Street Price.	Difference.
1 Northern	88½	78	10½
2 Northern	85	75	10
3 Northern	83½	70	13½
No. 4	79½	68	11½
No. 5	76½	62	14½
No. 6	68½	52	16½
Feed 1	60½	50	10½
Feed 2	55½	44	11½

Average, 10 cents spread.

Grade.	Oct. 23rd, 1908.		
	Track Price.	Street Price.	Difference.
1 Northern	88½	79	9½
2 Northern	84½	76	8½
3 Northern	82	73	9
No. 4	78	69	9
No. 5	74½	65	9½
No. 6	67½	58	9½
Feed	59	46	13

Average, 10 cents spread.

Besides this, the local operator, in order to make himself safe, very often buys it at one grade lower than it actually is, and always docks at least 1 bush. and odd lbs., which later makes from 1 to 10 cents more. Now these are not imaginary cases nor exaggerations, but plain facts and figures as they exist here.

Can you suggest any remedy except Government elevators?

Yours truly,

H. A. FRASER,

Hamiota, Man.

Secy. Hamiota G.G.A.

AN APPRECIATION

One of the best exchanges which has come to our hands recently is the Grain Growers' Guide, published monthly under the auspices of the Manitoba Grain Growers' Association. It is replete with interesting articles, contributed and editorial, and every article hits the nail on the head. One of the contributed articles is republished in this week's Observer. Farmers who would like to see the paper and subscribe for it may make arrangements with the Observer for it.—Vegreville Observer.

Mr. G. Boerma, of North Battleford, writes us under date Oct. 12 :

"I am mailing you three samples of wheat, marked Nos. 1, 2 and 3. Sample No. 1 was graded at the Western Milling Co.'s elevator on Saturday last, Oct. 10th, as Grade No. 5, and offered 59c. The local mills graded it also No. 5, and offered 60c. for the same wheat. Sample No. 2 was graded No. 6 and offered 49c., same day at 2.30. Sample No. 3 is also graded No. 6.

"I told the miller that he paid 3 Northern for about the same kind of wheat last year, which he admits, but grades are much higher this year they claim. The elevator man tells me that he cannot give satisfaction at all about the grades, and is continually sending samples to his firm in Winnipeg."

ED. NOTE.—Of the above samples, No. 1 graded 3 Northern, and Nos. 2 and 3 good No. 5. A car of one of them might go No. 4. Price in store Port Arthur, Oct. 10th, was as follows:—

1 Northern	99c.
2 Northern	97c.
3 Northern	94c.
No. 4	91½c.
No. 5	87c.
No. 6	79c.

Freight rate from North Battleford to Port Arthur is 11 4-5 cents, giving the elevator man 21 1-5 cents on No. 1 sample, and 24 1-5 cents on samples 2 and 3. Practically half as much as the farmers were getting for that grade of wheat.

Another feature of the "system" crops up here. The operator says, "I cannot give satisfaction at all about the grades and am continually sending samples to my firm in Winnipeg." Of course he cannot. That is a part of the "system." The buyer never sees a certificate of his grades, never knows how his cars are grading. His firm keeps telling him his grades and his weights are not holding out, and he sees visions of something going to happen when settlement day comes round, and governs himself accordingly.

Nothing in the trade has brought the inspection department into so much disrepute as the misrepresentations continually being made to the farmers by the buyers as to the grading of wheat, they, of course, doing it unwittingly in many cases, as they never know how wheat is grading except what is told them by their firms.

It is time farmers were getting wise on this point.

A WAIL FROM SWAN RIVER

Great dissatisfaction is felt by the farmers around here with the grading of the wheat at Winnipeg. In two cases wheat that was graded 3 Northern here was returned 1 Feed; and in another case a car that was given here as Feed was graded at Winnipeg as "tough, no grade." Nor are these all. Many such cases have occurred and are occurring. A difference of \$2.0 on a car of wheat is quite a lot, and the farmers are beginning to wonder if there is a coalition between the elevator buyers and the Winnipeg graders, and what the Grain Growers' Grain Co. is doing. Another alarming development is the fact that a sum of ten dollars is now charged for partitioning a car instead of the customary \$2. This is simply outrageous and is enough to make a farmer pack up and

get out. And in the loading of cars, if a farmer exceeds the weight limit he has to pay dearly for it. 50,000 or 60,000 is the maximum weight that a box car is supposed to carry, yet cars loaded with rails for this branch are loaded with a weight exceeding 110,000.—Swan River Star.

OAKBURN'S ORDEALS

To the Editor of the Grain Growers' Guide:

Dear Sir,—Oakburn is a village with a station on the C.N.R., about ten miles north of Shoal Lake, and its grain shipments for the last three seasons will average about 250,000 bushels per year. We have no agent, and our present troubles are partly on that account. In September our one elevator was burnt, some cars and offices as well, including the car order book. We had upwards of twenty cars in view previously, but the day after the fire all except a few were moved away. C.O. book being destroyed, the nearest farmer, on same section, filled and shipped four cars. For the last three weeks only six cars have been left here; for two weeks none at all. A new elevator is now built (same company), and is now ready for business. Not more than ten cars have been offered here as yet for loading, and at least three of these have been loaded by parties out of their turn, C.O. book being ignored.

Petitions have been sent to the C. N. asking for an agent to be appointed during the shipping season, but without result. Now what can we do to bring about the appointment of a responsible agent, and what can we do to compel the person holding the C. O. book to keep the law?

This is November, and not one-fifteenth of our grain sold. It is reported that the C. N. officials hold over half the Western Canada Milling stock, and whoever wants to build another elevator, he always finds insurmountable obstacles placed in his way, so that the farmers are entirely at the mercy of the C. N. and W. C. Milling company. If we had cars, most of us would ship to the G. G. G. Co., and it would appear that much of our trouble is caused on this account, and to compel us to sell to the elevator. Can you, Mr. Editor, suggest anything to help us? I must not sign my name or I may not get a car this year, so simply sign myself

Oakburn, Nov. 2, 1908.

FARMER.

ED. NOTE.—The amended Grain Act gives Mr. C. C. Castles, warehouse commissioner, authority to order the railway companies to place an agent at any station where grain is shipped in reasonable quantities. It also authorizes him to order an equitable distribution of cars available so that no point need long be neglected but get their share of cars.

It also provides a penalty of not less than \$25.00 and not more than \$150.00 for any person who loads a car not allotted to him by the agent or loads a car out of his turn, half the penalty to go to the informer.

If practices such as referred to by "Farmer" are indulged in by elevator companies, it is because farmers are not sufficiently alive to their own interest to see that the law is enforced.

If "Farmer" apply to Mr. Castles he will see that an agent is appointed at Oakburn to keep an order book and seal cars.

SECURE THE GUIDE

We have decided to club this paper with the Grain Growers' Guide, a publication issued in the agricultural interests by the Grain Growers' Association, and will be pleased to forward subscriptions. The Guide is a paper in which farmers should feel an especial interest, as it is in reality published by themselves. We have set the rate for the two papers at the nominal figure of \$1.60 a year, and no doubt many of our subscribers will take advantage of this offer.—Southern Manitoba Review.

MR. JOHN MILLER AND THE NEW GRAIN ACT

Mr. John Miller, Chairman of the late Royal Grain Commission, in a letter to the "Farm and Ranch Review," Calgary, has some nice things to say of the report that commission made to the Government, and anything in what he terms the "New Grain Act" that has been recommended by the Grain Commission is "good," but any other clause which Parliament in its wisdom saw fit to insert in that Act, is "bad."

Mr. Miller says: "I do not strongly object to the sample market, now partially provided for, although I think it a few years too soon for such, but I do object to the special binning privileges at the terminals, and I also object to the change providing that the rate for hauling and storing grain shall be the same in each country elevator owned by one company."

He is not the only one who objects to these things. All the elevator companies object to it as well, but the farmers' elevators think now that they have some show to live.

He admits that the present elevator system has not given satisfaction, and that the farmers lose millions of dollars every year on account of it, but attributes that unfortunate fact to the farmers not being able to hold their own against the practices of the elevator operators in the marketing of their crops, and suggests as a remedy, educating the farmer sufficiently to enable him to meet them on even terms.

To illustrate this point, he says: "I am sure that knowing that end of my business and how to stand for my rights in the marketing of my grain, saves me the loss of hundreds of dollars each year."

Mr. Miller should remember that very few farmers get the opportunity of "knowing the tricks of the trade" that he got as Chairman of the Grain Commission, and that that method of saving the millions he speaks of would be more expensive than providing a government system of elevators.

He says that he is not sure that the present system is ALL wrong. Well, is it wrong, or not wrong, for private interests to own and control the storage facilities, which we are compelled to pay for through the system of collecting toll on farmers' grain.

Probably some "wise, would-be farmers' friend" would have us believe that we as farmers do not pay for the present system.

Well, I would just like to tell Mr. Miller, or any other man who has the nerve to claim differently, that no elevator has ever been built in the past, or has ever been torn down and rebuilt, in which the farmers' grain has not been taxed and tolled in the form of light weight, heavy dockage, misgrading, and a hundred or more different tricks of the trade in which the present clever manipulators of the system are schooled.

Now the above facts no man can dispute. Then, why does our Farmers' Friend refer to the matter of expense of a change in the system, when as a matter of fact it matters not who owns the system, or by whom all the storage facilities that will be put forward (and that will be no small amount), on all the new lines that are being built, when in any case, farmers' grain will be taxed and toll collected to pay for it. For is it not a fact that those who erect elevators do so for the profits in the business; therefore, in the name of common sense, when we have to pay for the system, should we not own and run them under an independent commission, and place men in charge of these storage facilities who would have no incentive in giving light weight and taking heavy dockage, because they are working for compensation and not for profits, and we would have the power to remove a man who did not suit us.

Under the present system, a man running an elevator can do what he likes, and we have to take our medicine.

Mr. Miller tells us that through new legislation we have the power to remove many of the objectionable features, and would have us believe that we could have fair treatment by looking after our business. That, he or no one can get the farmers to believe. Even so. Why should we have a system that requires so much looking after? Give us a system where operators will be pleased to look after our interests, and not the interests of the monopolies which Mr. Miller admits are giving us the worst of the deal and playing the part of the "tramp."

Mr. Miller admits that farmers are losing "not thousands, but millions of dollars annually," because they do not know how to protect themselves; but he, knowing how to protect himself, saves hundreds of dollars annually. Surely a nice system.

Talk about applying laws to those individuals, and giving us new laws! That just shows the weakness of the system when it is necessary to try law to get a square deal.

Now, you ask us, in order to secure our rights, to be sure and weigh out grain on reliable scales, when you must know that is not within the reach of many farmers, and this again shows the weakness in the present system.

The Government system will get us over this difficulty, because we will then have Government weights, weighed in and weighed out when loaded into the cars.

What, in the name of common sense, is the use of all our special binning privileges, which you deal with at so much length, which as a matter of fact (and this I can prove by hundreds of shippers), this year we are not allowed by the elevators, any of the "special binning privileges." The matter has been taken up with Mr. C. C. Castles, Warehouse Commissioner, by the Manitoba Grain Growers' Association Executive, and they were told that if they could get him proof of such cases as elevators refusing "special bins" where they had room, he would prosecute. But they have no room for special binned grain. The elevator men can get over that part just as easily as they can get over many other rules that are made to be broken and not enforced.

Then you find fault with the special binning privileges at the terminals, that they will become "creameries" for the benefit of the dealers.

Now, that is just the trouble with this system in its present form. The special privileged are taking the cream through the unfairness of the system. If that is not true, how do you account for this fact? That at the present day the farmer along the boundary line is taking his grain across and delivering it to bonded warehouses and making from six to twelve and a half cents more for it than he could get on this side of the line; but that is not all. Many have sold to the elevators over there and got from three to five cents more than can be gotten from the bonded warehouses. We can get a hundred men to stand up on sworn testimony and at any time substantiate the above statement.

You must acknowledge that the surplus of both countries are sold on the same market either in flour or wheat, that the freight is equal, or, if any difference, in our favor. Then, how is it that the American buyer can give at these bonded warehouses so much more than our buyers can give? As a matter of fact, all grain bought in bond is not supposed to be consumed in that country, but must be sold in other markets, either in a manufactured article or in the form of grain.

I expect that it will be contended that such a difference does not exist, but the sworn testimony will be forthcoming at no late date, when an effort will be made to show the unfairness of the present grading system and the necessity of Government ownership of storage facilities for the handling of grain, which will bring about a sample market where grain will be sold at its intrinsic value.

For as long as the present system exists, the elevator monopoly will be able to get 50,000,000 bushels of wheat

out of a 100,000,000 crop, at street prices, which means cheap wheat 6c. to 15c. less than track, and track is 5c. to 12c. less than the American prices, and just so long will that monopoly be able to cripple the sample market or any other system that would get for the producer the intrinsic value of his product.

Mr. Miller says that a large number of farmers are not ready for such a change. Well, Mr. Miller will need to put his glasses on before he will find many that will back up that statement.

He also says they are not all agreed on the system. Has he forgotten that the three provincial associations individually passed resolutions unanimously endorsing Government ownership and operation, and that the Inter-Provincial Council are a unit on the matter.

Mr. Miller, you had better come into our boat, or you will be all alone.

Much more could be said for the system, but this, I think, will do for this time.

Yours truly,

J. G. MOFFAT.

R. McKenzie, Esq.,

Editor Grain Growers' Guide,
Winnipeg, Man.

Dear Sir,—Taking advantage of election day, I thought it an opportune time to solicit subscriptions for the "Guide." Enclosed find a list of 36 paid-up subscribers for the November issue.

I would be pleased if you would give the rest of the year free, as a great many wanted to start with January 1st, so I think it would be a good idea, as they can renew at our Annual Meeting. Some of those have not paid, but I will send subscription in full, and I can get it from them.

Yours truly,

W. J. DONOHOE,
Secy. Treas. Lenore G.G.A.

Lenore, Man., Nov. 3rd, 1908.

R. McKenzie, Esq.,

Editor G. G. G.,
Winnipeg, Man.

Dear Sir,—Enclosed please find an order for ten subscriptions to the "Guide," to be sent to the addresses below.

We think the Grain Growers have done a good stroke of business by starting the "Guide."

We had our first meeting of the G.G.A. for this season this afternoon, and I took advantage of a lull in the meeting to ask if any had received copies of the paper. One gentleman said he received a copy and was going to return it with his compliments, but on opening it he saw so much valuable information that he decided to subscribe for it, and he said the first copy he received was worth \$1.00 to him. The other subscribers whose names I enclose are all well pleased with the paper.

It is certainly of great value in educating we farmers on the advantages of Government elevators and transaction of business generally.

A committee was appointed at our meeting today, to interview our member for the Provincial House and urge him to use his influence to bring about Government ownership of elevators as soon as possible.

The subscribers will be increased at this point as soon as we have another meeting.

We closed a very successful beef-ring in connection with our association, and it will no doubt assist in educating farmers on the co-operative plan.

Wishing you every success, I am,

Yours, etc.,

A. MCGREGOR,
Secy. Cypress River G.G.A.

Cypress River, Man., Oct. 31st, 1908.

THE PROFIT OF EDUCATION

Does it pay to make an effort to get a good general education? I will begin the answer to this question by stating a few facts. Thirty-two per cent. of the congressmen of the United States have been college graduates; forty-six per cent. of the senators, fifty per cent. of the vice-presidents, sixty-five of the presidents, seventy-three per cent. of the Justices of the Supreme Court and eighty-three per cent. of the Chief Justices of the Supreme Court of the United States have been college graduates. In addition to the above you must also include the large number of literary, business and professional men. Less than one-half of one per cent. of the people of the United States have been college graduates; so you see that all of these have been chosen out of the very small number that have finished college courses.

The fact that some men, as Abraham Lincoln, have risen to such eminence without a college education is no argument against college courses for young people. They were geniuses,—men of more than natural ability,—and could see their way clear to accomplish great things. And yet even they might have done more for the world if they had been fortunate enough to have received a college education. It is well known that they lamented the fact that they had not had the advantage of college courses.

It is admitted that a man of average ability, with little education, may succeed as a farmer, banker, merchant, artisan, and sometimes in the professions, but in nine cases out of ten they would succeed much better if they were educated.

A college course, however, brings much into a man's life besides the ability to succeed in his undertaking. It opens up to him a world that the uneducated man can not comprehend, and, of course, can not enjoy. It brings into his life the treasures of literature, art, science, and history that furnish a never ending source of pleasure and power. Indeed, this is the greatest good to come from a college education, for one may by close application to duty and business acquire the intellectual power that will enable him to succeed in business, but the power gained this way does not carry with it the world of thought, culture and power opened by the study of literature, arts, sciences, mathematics and history.

A business man once said to the writer, "I can make money, and I have succeeded in business, but I would willingly give you \$10,000 for such an education as you have and do not need and use." This statement illustrates the fact that a college education brings into a man's life something that business experience can not furnish.

The Preparatory and College Courses in The Agricultural College are standard in every particular, and graduates receive the same favors that graduates receive from the very best colleges of the land. The writer of this article will be glad to communicate with parents and young people wishing to know more about the college courses best adapted for fitting young men and women for the various callings of life. He will also be glad to explain the relation of the college courses to the various technical courses, such as engineering, business, pharmacy, law, medicine, etc. Not all college courses fit equally well for the various callings and professions. The college course will pay, but some college courses pay better than others.

O. H. LONGWELL, Pres.

Highland Park College, Des Moines, Iowa.

Justice Harland is a wit who is always listened to with keen interest. Recently, says the Bohemian, while playing golf with a clergyman, Dr. Sterrett, the divine, having fozzled, was gazing at the ball with baneful eyes and compressed lips, when Justice Harlan said, with a chuckle:—"Doctor, if you don't mind me telling you, that's the most profane silence I ever listened to."

RECREATION ON THE FARM

At the present time we find that the majority of the young people brought up on our farms want to leave the country for the city at a very early age. There are many reasons for this discontent on the part of the young people; one thing is that they do not have as much amusement or recreation as they should. In reality they have all work and no play.

There are a great many good games both for outdoors and in the house which can be played with a great deal of enjoyment.

The old standbys of croquet and horseshoes always give the players lots of fun. Tether tennis is a quiet but enjoyable game. A tennis ball is fastened to a long string and hung from the top of a long pole. Two people have tennis rackets, or flat boards can be used. They try to wind the ball and string around the pole, one trying to wind it one way while the other winds it in the other direction.

When the ball is wound around the pole it counts one for the person who wound it around the pole. This is very exciting and very good exercise.

Another good game for boys and girls is "Boston Ball." This game is played very much the same as baseball. A soft ball is used. This ball is pitched by one who bats in baseball past the one who pitches in baseball, with the same rules. Of course the one in position of the pitcher of baseball tries to catch it. If he doesn't it counts the same as if the ball had been hit. This is very vigorous exercise, but girls can play it much better than baseball.

Basketry, cutting of leather, carving of wood, and many other industrial arts are very pleasant and also profitable amusements. The different arts can be worked at in the house or out of doors, therefore are fine for long winter evenings, as also are books, magazines, games, etc.

If only parents would enter into their children's play and sympathize with their joys as well as their sorrows, they will find that their children will not be so anxious to leave home for the overcrowded cities.—Mary Judson Brush.

PAINTER AND PLOWMAN

Says George Bernard Shaw: "No men are greater sticklers for the arbitrary dominion of genius or talent than your artists. The great painter is not content with being sought after and admired because his hands can do more than ordinary hands, which they truly can, but he wants to be fed as if his stomach needed more food than ordinary stomachs, which it does not. A day's work is a day's work, neither more nor less, and the man who does it needs a day's sustenance, a night's repose, and due leisure, whether he be painter or plowman. But the rascal of a painter, poet, novelist, or other voluptuary of labor is not content with his advantage in popular esteem over the ploughman; he also wants the advantage in money, as if there were more hours in a day spent in a studio or library than in the field; or as if he needed more food to enable him to do his work. He talks of the higher quality of his work, as if the higher quality of it was his own making—as if it gave him a right to work less for his neighbor than his neighbor works for him—as if the ploughman could not do better without him than he without the ploughman—as if the value of the most celebrated pictures has not been questioned more than that of any straight furrow in the arable world—as if it did not take an apprenticeship of as many years to train the hand and eye of a mason or blacksmith as of an artist—as if, in short, the fellow were a god, as canting brain worshippers have for years past been assuring him he is. Artists are the high priests of the modern Moloch."

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CO-OPERATION AMONG FARMERS

Co-operation has great significance with the farmer at the present time.

This has been the secret of the trusts and combines' success. They have combined their capital for co-operation in the producing, transporting and handling of the necessities of life. Not only have they combined their capital for these reasons, but their strength through co-operation has enabled them to put their men in the legislative halls of the country and everything seems to work for their good.

The farmers and laborers of different countries have combined and co-operated with great success, but not until they have been educated up to the point where they begin to realize that they must eliminate all petty jealousies and strife from among their ranks have they been able to do this satisfactorily. Co-operative stores have been in operation in England, New Zealand and United States for some time, and the idea is gradually taking hold of our Western farmers that they might in that way procure their necessities at a nominal cost. My idea is that this should not be done so much in opposition to the small merchant as to combat the large interests, such as grain shippers, pork packers, implement manufacturers and the larger industries.

I believe if the farmer co-operates and combines for the purpose of disposing of his products, he will be in fair shape to pay the small dealer a legitimate profit on his goods.

This brings us again to the great question of ownership and control by the government of all industries that cannot be managed by individuals. However, as we are often asked how co-operative stores are managed we will give a brief outline of the methods in vogue. As the first essential is sufficient capital to be able to buy in large quantities, a charter is applied for and a stock company

formed. The different people interested taking shares to the extent of \$25, and no one member be allowed to purchase more than \$100 worth of stock, thereby making it impossible for any individual shareholder to get control. All shareholders are charged about 15 per cent. above cost of goods, and the manager of the store is given a commission on all goods sold in lieu of salary. Produce such as butter, eggs, etc., are handled by the manager on a commission basis, thereby stimulating him to his best efforts. Dividends are declared every six months. Although there are many smaller details to be attended to, these are the principal rules to follow. The manager should have the hearty support and co-operation of all patrons, as upon his management a great deal depends.—The Great West.

GIVE THE BEST THAT IS IN YOU

The best lesson in culture is to learn to give the best that is in us under all circumstances. He who is master of himself will be able to command his powers at all times. No matter how distracted his surroundings, how unfortunate the conditions under which he works, he will be able to focus his powers completely and to marshal them with certainty. If things go hard with the self-mastered man, he will be able to trample upon difficulties, and to use his stumbling-blocks as stepping-stones.

If a great misfortune overtakes him, he will simply use it as a starting-point for a new departure, a turning-point for more determined endeavor. He may even be weighted down with sorrow or suffering under discouragement, but he always starts anew with redoubled determination to do the thing he has set his heart upon.

The power of self-subjection of a determined soul is almost incredible. Imprison him, and he writes a "Pilgrim's Progress," deprive him of his eyesight, and he creates a "Paradise Lost."

WOMAN A FREE TRADER

By LYDIA AVERY COONLEY WARD

Guntzen, Switzerland, Oct. 1.—It is said that every woman is a born free trader. Certainly if not so born, life abroad and thought at home tend to make her one. Here she may go with ease from country to country, occasionally answering the question, whether she carries wine, tobacco, or cards, and seldom having her trunks opened. Only on returning to her native land is the American woman insulted by having her private possessions overhauled by men employed to do this disgraceful work.

England, limited in area and with fewer than our natural advantages, thrives on free trade. In Australia two great divisions of the country, separated only by invisible lines, had for years, the one free trade, the other protection, and were equally prosperous.

The enormous expense of our custom houses which provoke dishonesty in officials as well as in citizens, might well be saved. The short sighted policy of keeping works of art out of a country is irrational. Conscientious smuggling goes on constantly, and private smugglers are pitied and not blamed when discovered. Women should certainly be excused for violating laws they despise and in the making of which they have had no hand.

In our country men are cunning enough to exploit the people, and the people are simple enough to allow themselves to be exploited. Witness some examples that can readily be multiplied.

The duty on borax is five cents a pound. In the United States it sells for six cents and in England for a cent and a half a pound. It is made in California, the stock in the manufacturing company being owned in England. So not only do the English buy borax at a low price, while we pay a high one, but the difference goes into English pockets. And it is the American people at large who fill the pockets of these few Englishmen. Should we not be a little less proud of ourselves, and instead of making our boasts the laughing stock of the world, find what sensible foreigners think of us?

Members of parliament simply laugh at the way we allow ourselves to be "swindled out of our eye teeth," as my grandfather used to say. For it is we, the people, who pay the enormous sums that go into private pockets, and it is our men who send to Washington and to State capitals representatives paid to perpetuate the system.

Here in the mountains of Switzerland, where things are proverbially dear, Armour's canned meats are sold for six cents a can less than we pay for them in Chicago. Comment is unnecessary.

Some years ago fine mineral springs were discovered in Canada and the property was bought by Americans. Soon after the purchase the Dingley bill put a prohibitive tariff on mineral waters by a straight tax on each bottle. The buyers saw their enterprise doomed to failure, but they were equal to the emergency. Finding that there was no tax on ice, and that no valuable properties were lost by freezing, the plant was built and the waters cross the border as ice, which is melted, bottled, and sold at enormous profit, since the tariff on rival waters becomes clear profit to this foxy firm.

Is there a moral difference in this evasion of the law and in that which evades duties on works of art? I think there is. I believe the evasion of an unrighteous tax for personal enrichment deserves far greater condemnation than its evasion for the purpose of enriching one's native land.

Moreover, men have less right to evade laws they have made, indirectly if not directly, than women have to evade laws they are refused a hand in making and which they believe contrary to human ethics. By the spirit of our ancestors who declared that taxation without representation is tyranny, we have the same rights

of rebellion that fired the breasts of those who threw the tea into Boston Harbor.

Since I wrote the above my attention is called to Miss Repplier's caustic article in "Life." I quote a few sentences where all deserve quotation. "It would be a pleasant thing for the home-coming American to dilate with some fairer emotion than anxiety and wrath. He would enjoy being received as a man and a brother, instead of as a suspected criminal. He would like to breathe ecstatically: 'This is my own, my native land!' without the prescriptive addition, 'And may its custom house be damned!' . . . Of course the hundred dollar limit is exceeded. Of course the law is broken. Preposterous laws have always been broken since the beginning of recorded history. To ask a woman who has been in Europe eighteen months if she has spent more than a hundred dollars is pure idiocy. To put such a question in the form of an oath, and to refuse to abide by the oath when uttered, is an insult." As Miss Repplier also says, the whole performance is unworthy of a government whose revenues dazzle the world.

I think it is not strange that women believe their promotion to citizenship would improve conditions. It could scarcely make them worse than they are.

CO-OPERATION IN CREAMERIES

Of the 6,000 creameries in the United States, something like 1,800 are co-operative. The proportion of co-operative concerns is gradually increasing. The annual output is about 500,000,000 pounds, which sold during 1907 for an average of about 2½ cents per pound. This means a gross return of approximately \$140,000,000. There is no way of determining how much of this is net profit, but a careful investigation of several individual cases shows that the co-operative creamery patron gets more for his work and his investment than the man who sells his milk or cream to a proprietary creamery. Like all other human institutions, co-operative creameries are occasionally unprofitable. The proportion of failures is growing smaller each year as the dairymen become familiar with handling their own business. The same cheering news comes from the co-operative elevator field, and all are familiar with the remarkable success of co-operative fruit shipping associations. The outlook for united effort of this kind is quite satisfactory, as is evidenced by the encouraging reports appearing in Orange Judd Farmer.

MUNICIPAL CONTROL OF MEAT PRICES

An attempt has been made by the municipality of Stuttgart to regulate the retail prices for meat, and the attempt is said to work satisfactorily. A permanent commission has there been appointed, consisting of a member of the town council (who presides), the chief veterinary surgeon (appointed by the town), the superintendent of the municipal slaughter house and an official of the municipal police (who represent the municipality), and three members of the butchers' guild, all of whom meet towards the end of each month to fix the retail price of meat for the following month. The commission can be convened also at other times upon the written application of three members; the change of price may operate only as from 1st or 15th of any month. The meat prices are thus fixed in more regular proportion to the cattle market price. The members of the butchers' guild are bound under pain of punishment to the prices fixed. The butchers are said to have submitted to this scheme for the reason also that they hope thus most effectively to meet the agrarian objection that the high prices of meat are due to the excessive prices charged by retailers.—Commercial Intelligence.

A DELILAH OF THE WEST

By HELEN GUTHRIE

"Women's Sphere" in the West is large enough, and full enough and round enough, to take in almost everything. The circumference is elastic, the radius limitless.

Consequently, when, a short time after coming West, it became evident to me, that my husband's hair was growing as quickly as his wheat, I, at once, recognized the advent of a new duty. Another field to conquer—or, at least, to reap! And the harvest was abundant.

In accordance with this state of affairs, I, one bright summer's day, led forth my victim. My heart bleeds now, when I remember what unwavering confidence he had, in my powers. Poor man!

My tonsorial outfit was simple and primitive, consisting of a huge apron, a capacious bowl, a generous towel, and a pair of bright glistening scissors, but homely weapons are often the most potent, and I trusted to my skill in manipulating them. My husband, also, trusted to that skill. He is so trustful!

Placing the patient on an island of newspapers, on the broad verandah, and enveloping his manly shoulders in the towel, I at once began operations. You have heard of the "bowl-cut"? Well, so had I! and I now proceeded to a performance of that time-honored cut." Pressing the aforesaid bowl gently, but firmly, down over the head, regardless of struggles, (I am very strong!) I cut a quick, decisive, uncompromising swath right around the neck, the pretty love-locks blowing indiscriminately over the prairie as I did so. I was rather afraid that I heard execrations beneath the bowl, but, as they were necessarily muffled, I hoped for the best, and never paused until the entire distance, from ear to ear, had been traversed.

Alas! then, I had to pause, for, at this juncture, my husband, yielding to a vast impatience, wrenched himself free of my detaining touch, and instantly, my much-prized pudding bowl was shattered in a thousand pieces on the verandah floor. Men are so self-assertive!

This caused quite a delay as you may suppose, and also some unpleasant feeling, but when I had applied vasaline to the wounded nose, and soothaline to the lacerated feelings, my Liege Lord again resumed his seat on the newspaper throne. He is a very sweet-tempered man, and amenable to reason.

He then advised the addition of a comb to my tonsorial paraphernalia, and I, always willing to learn, conceded. According to his directions, I combed the hair up, and while yet in the comb, snipped it off in layers. He assured me that this was the true, professional scheme, so, if his head behind, presented the appearance of a series of badly clipped terraces, it, certainly, was not my fault, was it? So I told him!

By this time, he was, plainly, losing some of his confidence in my powers, I felt this keenly, as it was owing to his own suggestion that the result had not been, so far, as pleasing as it might have been; so gently patting into place the towel which he had indignantly jerked off, and applying more "Soothaline, I proceeded to make a final effort. Haply, the crowning glory of the top, might make up, in a measure, for the not altogether professional-looking back and sides.

"Now, dear, look pleasant," said I, in a woeful attempt at playfulness. "The finishing touches are going to transform you into a veritable beauty!" with which boastful words, I gathered the remnants of lacerated locks into the comb, and boldly cut it from temple to temple, a la Pompadour. This, having been duly rounded off at the corners, with a very barberic touch, was really marvellous in an amateur, and was all that

the heart of a "Tommy Traddles" on a self-respecting Porcupine could wish for. Alas! My husband was no natural Porcupine!

Gathering up the towel, flicking away any remaining wisps of hair from the shirt-collar of my first tonsorial patient, and brushing the Pompadour up, and the terraces, down, I pronounced my work complete. "And it looks marvellously well, dear," I added, "considering that I was not brought up in a barber's shop!"

Dear me! How vain men are! Do you know, he wouldn't take my word for it, but must needs go upstairs and gaze at himself in the mirror. Long and anxiously did I wait for his descent! At length he came—a sadder and wiser man! He looked pale, but resolute—he kissed me quietly, and then went out on the wide Prairie to think. I saw a gopher looking intently and inquisitively at him, and then make, precipitously, for his hole.

They say that "Pride must have a fall," and when one imagines one self more handsome than one is, that fall is certain. My poor husband has been wiser and more humble ever since.

Since then, I have cut many heads of hair, and reduced the self-esteem of divers of the sons of men, but being now proficient in the art, I am not above telling the world about my day of small beginnings—In the hope of helping some amateur, I unpobosom myself of my first failure in the noble Tonsorial Art.

Struggle on, little Sister, of the West, work away! It will hurt neither you nor your husband to learn a lesson of humility, only perhaps it would be wiser that your bowl should be of granite-iron. —Helen Guthrie.

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THE GUIDES' MAIL-BAG

(Continued from page 42.)

D. W. McCUAIG WRITES OF TRIP

En route from Portage La Prairie to Mexico.
To the Editor of the G.G.G.:

Dear Sir,—While on this trip to Mexico the thought struck me to write you a short account of it, which may be of interest to some of your readers.

I am in company with Peter Cameron, of Westbourne, and Mr. W. J. Bertrand, of Los Angeles, Cal. We left Winnipeg on the C.P.R. Soo train at 5.35 Monday evening, September 28th, and arrived in St. Paul the next morning. We saw nothing of the country between Winnipeg and St. Paul, as it was night time. We left St. Paul on the North-Western train for Omaha. This being a day train it has a parlor car which serves as an observation car. We noticed that there had been a frost through this part, travelling through southern Minnesota and Iowa to Omaha, Nebraska.

They had the frost Monday night, the night after we had it in Manitoba. The corn along this route was pretty well plucked and a good deal of the stalks cut and stooked. We arrived in Council Bluffs across the Missouri river from Omaha two hours late and our train for Kansas City had left. But as there were about forty-five passengers for Kansas City they fitted up a special of two coaches and took us to the regular train, which had been held for us seventeen miles out.

We arrived in Kansas City at 8 a.m., Wednesday, September 30th, and had to wait for two hours for a train on the Rock Island system. Kansas City is about the busiest, most hustling place I ever saw. We were informed it was the second largest stock centre in the world.

The crowds of people, the immense piles of baggage at the Union Station, and the street cars, busses and drays simply crowded the streets in all directions. But in walking through the city we noticed many business places vacant, so that Kansas City is suffering from the depression passing over the land.

After boarding the Rock Island train we found it a complete up-to-date train, lit up by electricity. An observation car was on for the accommodation of passengers.

After leaving Kansas City corn and vines showed a touch of frost. We passed a number of orchards which had a sprinkling of apples. On this train we passed through part of Missouri, Kansas, Oklahoma, New Mexico and Arizona. A good part of it is what is termed the Great Lone Land, and it is well named, as considerable of it is an arid stretch of land partly covered with cactus and sage bush. Nearing El Paso, Texas, some scrub is to be seen.

At one point the railway company has to haul the water fifty miles after bringing it seventy-five miles to the railroad by gravitation. At another point, Alamo-gorde, water is brought from the mountains and they have a veritable oasis in a desert. Trees, plants and grass show a luxuriant growth, and makes a beautiful spot around the station, showing what the land and climate could do if it had a supply of water.

We arrived at El Paso on the evening of October 1st. This is a city of thirty-five or forty thousand inhabitants. It is a great railway centre, having six or seven roads running in and out, and is surrounded by a great mining region.

The United States Government are building a dam on the Rio Grande River directly north of El Paso, costing about nine million dollars, to irrigate about two hundred thousand acres of this arid valley, which will not be

completed for six or seven years, but will be able to irrigate some of the land in two years' time.

Arrived in Benson, Arizona, at 1.30 this morning and will leave for the south at 4.45 p.m.

In all our travel, we have not seen anything to compare to the Portage Plains. The weather so far has been very pleasant. More later.

Yours truly,

D. W. McCUAIG.

Benson, Arizona, October 2nd, 1908.

En route from Portage la Prairie to Mexico and return.

Editor of The G.G.G.

Dear Sir,—My last letter was from Benson, Arizona. From this point we boarded a train on the Southern Pacific railway to Guaymas, a city on the Gulf of California. We left Benson at 5.50 p.m., Oct. 2nd, and arrived in Nogales, a town on the border of Mexico, half in Mexico and half in Arizona, at 9.30.

This is a genuine Mexican town. We stopped here all night. A representative of the Mexican government went through our grips and placed his stamp of authority on them. Leaving here, we travelled south through a narrow valley, part of which is irrigated from the river running through, and many beautiful orchards with oranges, lemons and many other fruit trees loaded with fruit.

We stopped at Carbo for dinner and asked the Chinaman at the door the charge. He said one dollar Mex. On handing him an American dollar he handed back one dollar in Mexican silver, so that a man's wealth doubles on entering Mexico. On asking the reason for this we were told that the Mexican dollar had as much silver in as the American dollar, but the American dollar has a gold standard behind it and the Mexican dollar has not.

Passing a town called Hermosillo, there are a number of orange groves, and we were informed that the first oranges shipped to the east are shipped from here. We soon after passed through Tarres, a station noted for the shipping of ore, mined in the mountains east from here, some of them 160 miles east. A prominent miner of twenty years' experience informed us that fifty million dollars' worth has been shipped from here.

We arrived at Guaymas at nine o'clock and had a Mexican dinner, and left there on a branch line of the same road, to the southeast to Esperanza, where we left the train late Saturday night and rested over Sunday.

Monday morning we, in company with two men from California and Mr. Adam, a civil engineer, secured a four-mule team and covered democrat, with a Mexican driver, and started out to drive over the Yaqui river valley. We drove Monday and Tuesday, returning to our starting point Tuesday evening. The valley is level, sloping gently to the southwest at an average fall of three and a half feet to the mile. The soil is a rich silt soil, the deposit of ages, covered in some places by a light bush like our willow, and called the mesquite, and which is a very hard wood. This valley is to be irrigated by a canal taking water out of the river fifty miles up, where the head gates are cut in solid rock. A company of New York capitalists began work on this canal sixteen years ago to irrigate this valley, but after building the head gates and digging twenty-five miles of the canal their finances ran out and the work was suspended until two years ago, when a company of Los Angeles men was formed, who are now pushing the work to completion. The few farms that are supplied with water now shows the productiveness of the soil. Two crops are raised in the year and all tropical fruit is growing on these farms.

The valley being so near to the Pacific ocean the cli-

mate is very temperate. We left the valley yesterday morning and we are waiting here for a train on our homeward journey.

Yours truly,
D. W. McCUAIG.

Tuscon, Arizona, Oct. 8, 1908.

R. McKenzie, Esq.,
Editor G.G.G., Winnipeg.

Dear Sir,—Your favor of Oct. 26th to hand. Also a copy of your admirable paper. Enclosed please find the sum of \$2.00 for one year's subscription for Mr. Ben. Alchin and myself, both of Vermillion. I have perused your paper with pleasure, and believe you have come to fill a long felt want in the journalistic world of Canada. A great many newspapers find their way into my home, but the only one published in Canada that has any real claim to be independent is the Family Herald and Montreal Star. As a Reformer I welcome another one.

I am an Australian by birth, but have lived in Canada for 12 years now. One of the things that struck me painfully on reaching this country was the subserviency of the Press. The prostituting of the noble profession of journalism to party or corporation interests.

I am president of the Creamery Association, a Director of the Agricultural Association, besides Secretary of the A. F. A., so am a very busy man, but if you deem it wise to send along a few sample copies I will see that they are distributed to the best advantage.

My first place of residence in Canada was the Yukon,—that place where the "Grafter" reigns supreme. Farmers should be a POSITIVE and not a NEGATIVE force in the public life of this country. Wishing your paper every success,

Faithfully yours,
Vermillion, Alta., (Sgd.) J. G. ARTHUR.
Nov. 6th, 1908.

We publish below two affidavits from a number sent us from Copley, in South-Western Manitoba. The party in sending them says: "I enclose you these affidavits to prove how much higher prices the farmers in this district are getting for their wheat on the American side of the line."

There is no doubt but that the farmers are profiting to the extent of from 8 to 10 cents a bushel for their wheat at places where bonding privileges are available making vigorous efforts to induce the inspectors and custom on the American side. Our grain buyers on this side are toms officials to take away the bonding of grain taken across the line in wagon loads.

Canadians are not concerned in what the American buyers do with this wheat as long as they are willing to pay the price, and it will be unfortunate if the agitation that is now on to stop the bonding privileges for grain in wagon loads, is successful. What we are concerned in is to break up the combination that has created conditions that enable them to secure our wheat at so much less than their competitors.

COPLEY, MANITOBA,
Nov. 2nd, 1908.

I hereby make oath and say that on the above date I sold in Antler, North Dakota, to Bonded Warehouse, for the sum of 81c., street price, and at Pierson, Manitoba, I was offered 68c., street price.

Declared before me at Copley, in the Municipality of Edward, this second day of November, 1908.

(Signed)
C. J. REID,
Commr.

(Signed),
L. E. REYNOLDS,
Sec. 2 : T. 2 : R. 30,
Gainsborough,
Sask.

Nov. 2nd, 1908.

I hereby make oath and say that on the above date I sold in the town of Antler, N.D., one load of wheat for 81½c. street price in Bonded Elevator, and at Lyleton, Manitoba, for track price 77½c. on same date and same wheat and if I could have sold to the American elevators they would have paid me 86½c.

I have also found the weight very much in my favor on the American side.

Declared before me at Copley, in the Municipality of Edward, this second day of November, 1908.

(Signed)
C. J. REID,
Commr.

(Signed),
ANDREW MAITLAND,
Sec. 4 : T. 2 : R. 28.

The Grain Growers' Guide,
Winnipeg, Man.

Dear Sirs,—I wish to report to you that one, Mr. Foreman, of Beresford district, told me this morning that he hauled his wheat to the elevator in Beresford and only got a grade of No. 4 and 5 Northern, which he had to sell there for 63c. The next day he hauled the same wheat, cut the same time, and thrashed the same time, to McKelvie elevator at McKelvie Siding, on the Great Northern, and got a grade of No. 2 Northern, and got 77c. per bushel for it.

I could tell you of several cases exactly the same. You will notice by this how anxious the Americans are for our wheat.

Yours truly,
Alexander, Man., Oct. 26th, 1908. W. A. LESLIE.

A GRADING "SYSTEM"

A farmer in Central Manitoba writes that he took two samples of identically the same wheat out of a bin, marking them one and two, and sent them to a grain firm in Winnipeg for inspection, from which he received the following letter:—

Dear Sir,—Your sample marked one and two to hand. Sample No. 1, the Inspector states, is poor No. 3 Northern. On basis of today's market No. 3 Northern is worth in store 94c., equal to 84c. net on track.

Sample No. 2 grades slightly smutty No. 3 Northern, and is worth 88c. to 88½c. in store, equal to 78 to 78½c. on track. We shall be glad to handle your consignments and will carefully look after the selling.

Yours truly, Etc.

It is safe betting ten to one that the Inspector never saw those samples. It is a very common practice that when farmers send in samples in that way to grain firms, they simply send a reply to suit themselves, that being one of the ways adopted by the "system" for endeavoring to create the idea that the inspection department is unnecessarily severe on farmers who ship their own grain. This plan is also used to enable street buyers to victimize the farmers and get the grain at lower grades than it is probably entitled to.

When the line elevators send out buyers of street wheat at the opening of the season, their code of instructions includes a positive command to be sure and weigh right, dock enough and be sure of the grade. A buyer starts out to buy and he has no way of checking himself as to whether he is docking enough or grading enough. He never weighs his grain out, he never sees certificate of grading, nor an outturn of his car. He is continually getting instructions from his firm and his traveller that he is grading too high, that he is not docking enough, and that his weights are not hanging out, and he has no means of knowing anything about his shipment except what his firm tells him. Then any complaint that the farmer makes about his grading or docking is blamed on the Inspection Department.

The Inspection Act requires the Chief Grain Inspector to set the grade and dockage on any sample amounting to a quart measurement sent in for his inspection, to determine a difference of opinion that may arise between a seller and buyer as to the grade and proper dockage on any kind of grain offered for sale by farmers at any elevator in Manitoba inspection division. In any case of that kind the inspection made will be just as accurate as on a sample taken out of the car, but the sending in of small samples by farmers indiscriminately to grain firms, or even to the inspector is very unsatisfactory and may be misleading.

The examining of small parcels coming in by mail, frequently without proper markings or address to designate the parties sending them, causes a good deal of work and trouble to the Inspection Department, and frequently results in very little benefit to the sender, while at the same time a sample of sufficient size and properly addressed and designated will at all times receive proper attention from the Inspector.

RIPE FOR GOVERNMENT OWNERSHIP

R. McKenzie, Esq., Winnipeg, Man.

Dear Sir,—At a meeting held Saturday, the 7th inst., of the Foxwarren Grain Growers' Association, it was decided to circulate a petition for signatures asking the Government for Government ownership of internal elevators.

Would you be kind enough to send me a proper heading for same by return mail, and oblige.

Yours truly,

R. J. DONNELLY,

Foxwarren, Man., Nov. 9, 1908.

Secy.-Treas.

The Grain Growers' Guide,

Winnipeg, Man.

Dear Sirs,—Below is a list of seven subscribers I got today. Am enclosing post-office order for \$7.00 to cover same.

I will try to get some more subscribers as soon as we have a Grain Growers' Meeting.

Yours, etc.,

Strathclair, Man.,

FRED. WILLIAMSON.

Nov. 7th, 1908.

W. A. A. Rowe, secretary of the Sight Hill G.G.A., writes under date of November 7th, as follows:—

"I am directed to inform you that at our meeting last night our members were all very enthusiastic over Government ownership of internal elevators, and below is a copy of a motion passed to that effect:

"Moved by Fred Harper, seconded by Aaron Bonney, that this Spring Hill branch of the M.G.G.A. express themselves in favor of the Government acquiring the internal elevators."

The Margaret branch of the M.G.G.A. held a meeting on Nov. 5th, at which the following resolution was passed:—

"Moved by D. Muir, seconded by R. Dixon: That we, the Grain Growers' of Margaret, approve of the measures that are being promoted by the Executive of the Manitoba G.G.A., particularly Government ownership of elevators."

"Mr. John Kennedy, Vice-President of the Grain Growers' Grain Company, addressed the meeting on the advantages of co-operation.

"The secretary of the Association, at the close of the meeting, disposed of 24 shares for the Grain Growers' Grain Co., a number of subscribers for the 'Guide' and disposed of a large amount of Home Bank stock."

Mr. John Kennedy, Vice-President of the Grain Growers' Grain Co., addressed a meeting of the shareholders of the Farmers' Elevator Co. at Clearwater. The Grain Growers' Association of Boissevain is going to hold an

indignation meeting on the 14th inst. to protest against the efforts being made to prevent grain being shipped across to the American side in bond.

The Grain Growers' Association of Souris has called a meeting for Nov. 14th, to discuss Government ownership of elevators.

The Grain Growers' Association of Foxwarren, at a meeting held on the 7th inst., made arrangements to circulate petitions in the district praying the Government to establish a Government system of internal elevators.

Mr. Robert Cruise, of Dauphin, called at our office a few days ago. He reports, now that the elections are over, the main topic of conversation among the farmers is the way the present elevator system is systematically fleecing them. The Grain Growers of Dauphin are calling a meeting on the 14th inst. to discuss the situation.

TO RE-ADJUST THE FRANCHISE

Hamiota, 9-11-'08.

Editor Grain Growers' Guide.

Dear Sir,—At a meeting of the Hamiota branch G.G.A., the following important resolution was passed bearing on the franchise act:

"That whereas the present Franchise Act embodies what is called manhood suffrage, by which the privilege of the franchise is extended to a numerous class of individuals who are in no way whatever interested in the Government or legislation of the country, and are therefore frequently made the means of turning an election against the wishes of a large majority of electors who are vitally and particularly interested in these questions. Therefore we are of the opinion that this clause of the Franchise Act should be amended or struck out in order to withdraw the said privilege from disinterested parties, and we would favor the adoption of the municipal lists both for local and Dominion elections."

Carried without one dissenter.

The ill uses and abuses of the present franchise are becoming more apparent all the time, and the lists are being manipulated and filled up by men who are frequently here today and away tomorrow, whereas plenty of good men who own large landed estates and all kinds of other property are left off the lists entirely, either accidentally or otherwise.

This question is regarded by some of the members of our association as verging too near party politics, but I think this point is not well taken, as neither parties have touched the question lately, and as it is a matter which concerns our interests (which it certainly does), then why not discuss it? We would like to see the resolution made a subject of consideration by all the sub-associations before next provincial annual convention in Brandon, and their actions published in the G. G. Guide. Then the question could be dealt with by the convention and an expression of the delegates taken.

The Rural Municipal Council of Hamiota have passed the same resolution, and sent a copy to all the Councils in the Province. The matter will likely be dealt with by the Union of Municipalities in November in Brandon. Trusting to see this question well considered by all farmers' organizations in the near future, I remain,

Yours truly,

H. A. FRASER,

Secretary Hamiota G.G.A.

"Speaking of accommodating hotel clerks," remarked a traveller, "the best I ever saw was in a certain town. I reached the hotel late in the evening. Just before I retired I heard a scampering under the bed, and saw a couple of large rats just escaping. I complained at the office. The clerk was as serene as a summer breeze. 'I'll fix that all right, sir,' he said. 'Porter! Take the cat to room 23 at once.'"

CHARACTER BUILDING THROUGH THOUGHT

"The thought is always parent to the act."

"He that reigns within himself is more than king."

A certain man, of no great learning, fell heir to some steamships. He knew nothing of the sea, nothing of navigation or engineering, but the notion seized him to take a voyage and command his own ship. The ship was gotten under way, the self-appointed captain allowing the crew to go ahead with their usual duties, as the multiplicity of operations confused the amateur navigator. Once headed out to sea, however, the work grew simpler, and the captain had time to observe what was going on. As he strolled on the forward deck, he saw a little glass house in which a man was turning a big wheel, now this way, now that.

"What in the world is that man doing?" he asked.

"That's the helmsman. He is steering the ship."

"Well, I don't see any use in fiddling away all the time. There's nothing but water ahead, and I guess the engines can push her forward. When there's land in sight, or a ship coming head on, there'll be time enough to do steering. Shut up that toy house and pile on the steam."

The order was obeyed, and the few survivors of the wreck that followed had cause to remember the captain who thought a ship steered herself.

You say no such man ever existed, and you may be right. That isn't admitting that no such foolishness exists. However, you wouldn't be so foolish, would you?

Think a moment. Are you not in command of something more delicate, more precious, than any ship,—your own life, your own mind? How much attention are you giving to the steering of that mind? Don't you let it go pretty much as it will? Don't you let the winds of anger and passion blow it hither and thither? Don't you let chance friendships, chance reading and aimless amusement sway your life into forms you never would have deliberately chosen? Are you really captain of your own ship, driving it to a sure harbor of happiness, peace and success? If you are not, would you not like to become such a master of the situation? It is simpler than you perhaps think, if you will but realize certain fundamental truths, and put to work your own better nature. To tell you how, and to direct your efforts, is the object of this series of little talks on the use of thought in life-forming.

Considering that mind governs everything in the world, that force has been singularly neglected and misunderstood. Even when tribute has been paid to its power it has been treated as something unalterable, a tool that could be used if one was born with the genius to do so. Of recent years, the control of thought, its use to modify character already formed, to change even external surroundings or, at least, their effect on oneself, and bring about health, happiness, and success, have been more and more studied and understood. The possibilities of thought-training are infinite, its consequences eternal, and yet few take the pains to direct their thinking into channels that will do them good, but, instead, leave all to chance, or, rather, to the myriad of circumstances that buffet and compel our mental action if counter-effort be not made.

There can be no more important study, no higher duty owed to ourselves and those about us, than this of thought-control, which results in self-development. Perhaps because thought, in itself, is intangible, and most of us have so little control over it, there is an impression that direction of mind-action is a difficult and abstruse affair, something that requires hard study, leisure and book knowledge to accomplish. Nothing is farther from the truth. Every person, however ignorant, however uncultured, and however busy, has within himself all that is needed, and all the time required, to re-make his intel-

lectual nature, his character, and practically his body and his life. Every person will have a different task, different problems to solve, and different results to aim at, but the process is practically the same, and the transformation is no more impossible for one than for another.

A sculptor's chisel in the hands of a bungler may mar the loveliest statue; in the hands of a criminal it may become a burglar's tool or a murderer's bludgeon. With the power in our hands to make or mar our natures, what reckless fools we are not to try to know how to produce beauty and harmony, happiness and success! The sculptor dares not strike random blows, while gazing away from the marble. With eyes steadfast, he makes every stroke count toward the final result, and that result he has fixed in his mind and in the model he has made after his ideas. We must do likewise in chiseling our characters, forming our environment, making our lives. We must know what we want, know we can get it, and set ourselves directly at the task, never relenting or relaxing in its performance.

The difference between our thought and an ordinary tool is that we must do something with it. We cannot lay it down and say we shall strike no blow. We must think, and every thought is a blow that forges a part of our lives. Let us, therefore, resolutely determine to turn thought to good use, to the best use, and then stiffen our will to carry out that determination.

WE MUST GROW OR DIE

A passion for growth, a yearning for a larger life, is characteristic of all great souls. A man is measured by his power to grow, to become larger, broader, nobler. The intensity of his desire to reach out and up defines his capacity for development.

Anyone, young or old, possessed by a passion for growth is constantly adding to his knowledge, always pushing his horizon a little farther. Every day he gains additional wisdom; every night he is a little larger than he was in the morning. He keeps growing as long as he lives. Even in old age he is still stretching out for larger things, reaching up to greater heights.

Men like Edward Everett Hale, and George T. Angell, and women like Mary A. Livermore and Julia Ward Howe, and a host of other noble souls that might be named, many of whom have long passed the three-score-and-ten mark, are still learning, are still fresh and responsive to new thoughts and ideas. And so it should be, for—

"Man was made to grow, not stop."

But, despite this natural law, many people cease to grow in early life. They get into ruts, and development ceases even before they reach their prime. There are men and women who at thirty or thirty-five years of age begin to fall behind. They cling to old things, old methods, and the ways in which they and their fathers and mothers have been accustomed. They put a limit to their capacity for growth, through a deifying of the "good old times" of their ancestors.

We often find plants and trees that are not fully developed but have reached their limit of growth. They cannot be made to respond to the wooing of enriched soil or copious watering. The power for the extension of cell life seems to have departed.

There are many human plants of similar nature. Early in life they settle into grooves from which nothing can displace them. They are dead to enterprise, to advancement along any line. New movements, new systems of business, larger conceptions of life, and similar things in the living, moving present do not appeal to them.

Immovably bound to the past, they can step only just so far this way, only so far that way. There is no further growth, no more progress for them. They have reached their goal.

Employees often think they are kept back designedly, and that others less deserving are pushed ahead of them, when the real trouble is with themselves. They have ceased to grow. They continue to move in a circle. They have not kept pace with the trend of the times.

"Forward!" is the bugle call of the twentieth century. The young man or woman, or the old man or woman, who has ceased to grow, is to be pitied. Life holds nothing more for either.

INCAPACITATING ONE'S SELF FOR SUCCESS

Before two prize fighters face each other in the ring, they spend months in training for the purpose of storing up the greatest possible amount of physical reserve. Their trainers will not allow them to under-exercise or to over-exercise. They must eat just the kind of food that will build up muscular tissue without increasing their weight. They are not allowed to take stimulants, and must rest a great deal, retire early, and sleep much. In other words, the object of their whole training is to store up the largest possible amount of force for the great struggle.

They will not think of entering the ring for the fray from an exhausted condition, when they had been without food or sleep for a long time, or when they had been over-feeding.

But a success-candidate seems to think that, somehow, he will get to the success-goal, no matter what his physical, mental, or moral condition may be. He starts off in the morning, worn and haggard, perhaps after a night's debauch or the loss of sleep; he enters the arena with jaded energies and flabby, exhausted muscles, and then wonders that he is knocked out of the ring.

Half the secret of a successful career is in keeping oneself in constant trim by systematic and careful training.

We know some business men who are not naturally very strong or able, and yet, by systematic self-training, regular diet, and plenty of sleep, they manage to accomplish infinitely more than many men who are much more brainy and much stronger.

They always manage to come to their business fresh, vigorous and strong for the day's routine. They will not allow anything to break into their hours for sleep, or interfere with the regularity of their meals or daily exercise. I know of a wealthy man who had a dinner party in his mansion which was attended by millionaires and "swell society" people. When the clock struck ten, he arose from the table, bade his friends good night, and, according to his custom, went to his room, and slept until six the next morning. Nothing could induce him to interfere with his programme or schedule. His life-engine must run on schedule time in order to avoid collision with nature's locomotive. He must not overfeed his engine, he must not let it run out of steam; he must regulate it and keep its horse power down to an average speed all along his journey.

Regularity in living accounts for one's power of achievement. You must try to come to each day's work as the prize fighter enters the ring, in superb condition.

Nature makes no exception in your case. She does not take into consideration your loss of sleep, lack of exercise, or wretched diet; she demands that you shall ever be at the top of your condition. No excuses or apologies go with her. If you have violated her law, you must pay the penalty.

Many a man would not think of starting out on a day's journey unless his carriage wheels were well oiled; he would not think of starting his complicated machinery in the factory, in the morning, until the bearings were in

good condition, and all possible friction guarded against; but he thinks nothing of starting up the greatest piece of machinery the Creator has made, with ten thousand complications and conditions, without proper lubrication, without a sufficient supply of fuel, of rest, or of motive power. In the first place, delicate machinery, when improperly lubricated, will soon wear out. The man knows that his intricate mechanism will not only do poor work when out of order, but that it will soon be completely ruined beyond repair. But still he thinks he can start the cells of his brain into action without proper recuperation by sleep, recreation or rest, and crowds through the day with heated bearings, with friction in the journals, and still hopes to do perfect work.

He expects to start his complicated, delicate digestive apparatus in the morning in perfect condition, when it was insulted, the night before, by a conglomerate banquet composed of all sorts of indigestible, incompatible dishes; and, if he fails to take care of this hideous mass without a groan or a quibble, he resorts to his physician and expects that, without removing the cause, a drug will set him right. He might as well administer castor oil to a thief, expecting it to cure him of dishonesty.

HINDERED BY UNGRACEFUL MANNERS

How many are tongue-tied, in the drawing room, because they do not know what to do with their hands! Many a man could make a good speech if he could only leave his hands and arms at home, but he has never learned to take care of them gracefully, and he is so conscious of his ungainliness that he cannot think on his feet.

Awkwardness, the lack of a finer manner and training, has kept many a young man and young woman from the achievements of which they were really capable. Tens of thousands can testify to this handicap.

Grace of manner, and ease and dignity of pose, are largely mental, and depend a great deal upon one's confidence. Shy or sensitive people cannot easily overcome awkwardness, because of their self-consciousness and sensitiveness of what others think. They imagine that everyone is watching them, wondering why they never get rid of their clumsiness, or guessing where they were reared.

The first remedy is to get rid of self-consciousness, and to believe we are what we would like to be, when our awkwardness and ungainly bearing will gradually disappear. Archbishop Whately, who suffered untold agony from his natural shyness and sensitiveness and regard for what people might think of him, could not find a remedy until he made up his mind to utterly disregard people's opinions, to ignore entirely what they thought of him, and not to think that everybody was watching him; he then quickly overcame his handicap.

Charles Dickens's books were censured so severely by literary critics that, toward the end of his career, he absolutely refused to read any clippings, notices or reviews about them. Carlyle was also very sensitive to criticism, and never wanted to know what anybody said about him. While on a trip through Ireland, accompanied by a friend, he happened to secure passage on a coach in which were also a bride and bridegroom. He remarked to his friend that the young lady was very beautiful, and, after a while, engaged her in conversation. He started to talk about the fine country they were traversing, and this soon led into kindred subjects, and he found the bride so interestingly conversant that he became absorbed in his talk and didn't give anybody else a chance to speak. Finally the irate bridegroom lost his patience, looked at Carlyle reproachfully, and said to his friend: "Why don't that twangey Scotchman give somebody else a chance to talk?" The man burst out laughing. Just at this point the coach stopped, and Carlyle and his friend alighted. Carlyle did not want to disclose his anxiety, but his friend tormented him so by his laughing that he lost his patience and became angry. His friend explained

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the joke to him, and Carlyle angrily exclaimed that that was the thanks he got for entertaining the party.

A great many people are so sensitive and highly strung that they cannot bear to be harshly criticised. They never want to know what anybody has to say about them. However, all the caricaturing and criticising of the press and public could not swerve Grant or Lincoln one iota from his purpose. If Columbus had been sensitive, the Western Hemisphere might have still been in oblivion. No amount of criticism or ridicule could convince him that his convictions were misapplied.

EXHAUSTED NERVES

Few hard workers realize the danger of working when the nerve cells have exhausted their vitality. No good engineer would think of running a delicate piece of complicated machinery when the lubricant is used up. He would know that the moment the oil has ceased to be effective, and the bearings begin to chafe and become heated, the harmony of the mechanism will be destroyed, and the friction and discord will soon ruin the delicate adjustment of the machine.

But hundreds of level-headed men, (in other respects), who are engineers of the most marvellous pieces of machinery ever devised, even by the great Creator-machinist,—machines fearfully and wonderfully wrought,—run their engines, their human, throbbing organizations, so delicate that a particle of dust or friction anywhere may throw the whole fabric out of harmony for days or weeks, without proper cleaning or lubrication.

Plenty of sleep and abundant recreation out of doors, especially in the country, are the great lubricants; nature's great restorers, refreshers, without which long-continued work is impossible.

Nerve specialists say that a great many suicides are the direct results of exhausted brain cells.

When you find yourself becoming morose and despondent, when you are conscious that the zest of life is evaporating, that you are losing the edge of your former keen interest in things generally, and that your life is becoming a bore, you may be pretty sure that you need more sleep, that you need country or outdoor exercise. If you get these, you will find that all the old enthusiasm will return. A few days of exercise in the country, rambling over the hills and meadows, will erase the dark pictures which haunt you, and will restore buoyancy to your animal spirits.

No man is in an absolutely normal condition until he

enjoys bare living, and feels that existence itself is a precious boon. No one is normal who does not feel thankful, every day, that he is alive, and that he can think and act with vigor and effectiveness.

Oh, to be strong; to feel the thrill of life in every nerve and fibre in middle life and old age as in youth; to enjoy existence as do the young lambs and calves which chase one another over the fields and meadows and pastures; to exult in mere living as boys do when they glide over the fields of ice in the crisp air of winter.

TRIFLES AS IRRITANTS

We are so constituted that what is occurring at the moment interests us often out of all proportion to its importance. For example, we are thrown off our balance by the merest trifles, perhaps, which occur today, but which, in a week's time, may have no significance whatever. Obstacles which seem like mountains, when we meet them, dwindle away to mole-hills when we get away from them.

Even what seems tragedy, at the moment, in the future may be the most innocent comedy.

Most of us are so constituted that we will make almost any sacrifice for present peace. It would seem easier to have an arm or a leg amputated two years hence than lose a finger today! It is human nature to shrink from pain, and we purchase release at almost any cost. If we could only train the mind to look at today's trouble and annoyance from the standpoint of the future, it would be much easier to bear.

CHILDHOOD'S INNOCENCE

A little boy once went out to take lunch with some small friends. When he got home his mother asked him if he had been a good boy. He hesitated a moment, then said "yes." Then his mother said, "John, you don't seem to be very sure that you were a good boy. What did you do?" "Oh! I just spilled my chop in my lap." "Did you apologize to Mrs. B—?" his mother asked. "Yes," said the boy. "Tell mother what you said when you apologized."

"Oh, I said, 'that's what always happens to tough meat!'"

"My brethren," said the clergyman, after delivering to his astonished flock a diatribe against St. Peter, "I have made a slight mistake. When I said St. Peter I meant Jezebel."

SECOND-HAND PLEASURES

There are so many people who are fated to take their pleasures at second-hand or not at all, that it is a pity some of us are so thoughtless as to keep from them what is their due. We who would bestow with alacrity our paltry second-hand garments on those whom we think would be glad of them, will close our eyes to the wistful look that asks but the husk of our pleasures. Not cold-hearted, not intentionally cruel are we, yet thoughtless, criminally so, of the small things that must needs make up the lives of others.

Perhaps there are old people in the home, who are cut off from the dear activities of earlier life, who yet feel a pathetic pleasure in the whiff of out-door atmosphere brought in from your vigorous outer life. By our silence and aloofness we may rob them of that second-hand pleasure. Why not tell them the little anecdotes of your day in the marts of men? Mention the chance meeting with old friends of the shut-in, giving them a bright synopsis of the conversation. Describe your walk through the wood, and see if their eyes do not brighten in sympathy, almost as much as your own in the pleasure of the walk itself.

Visit the sick friend, not alone with expressions of sympathy, but with tales of your own plans and pleasures. Wear the pretty gown which otherwise would be reserved for a brilliantly gowned assembly. If other eyes would brighten at sight of the picture you made in it, why should you deny the same pleasure to the invalid to whom joys are so few.

Give pleasure, too, by the manner in which you accept favors from others. Your well-meaning—"Oh, thanks, but you eat it yourself; I have so much candy, you know," may seem a natural thing to say, but it chills the joy of giving that but a moment before had animated the would-be giver. Even though it is a fact that bon-bons are less a treat to you than to your friend, the fact that he wished to share his pleasure with yourself should prompt you to accept them with an air of appreciating both the giver and the gift. Grandma's knitted stockings may seem to you clumsy and old-fashioned, but think how many loving thoughts of your anticipated pleasure went into their making, and ask yourself if you have a right to rob her of that joy. Rather be a little insincere than cheat her of a reflected pleasure.

The stranger on whose lawn you seek leafy shelter wishes to do you a kindness when she opens her door to invite you to come in until the shower is over. When you decline it with the remark that you are safe enough where you are, you may state nothing but the truth, but you have thrust back in her face her proffered kindness, have killed the germ of pleasure in her contemplation of a gracious act.

Use your eyes, your hearts, in this matter of second-hand pleasures, and do not rob your friends of their share. Say more than you would steal from a financial dependent his paltry dollars.—Maude E. Smith Hymers.

MONEY AS AN INDICATOR OF CHARACTER

Perhaps there is nothing else which reveals one's real character like money or lack of it. The moment a young person begins to get money, he shows his true mettle by the way he uses it,—by the way he saves it or the manner in which he spends it.

Money is a great blab, a great revealer of personal history. It brings out all one's weaknesses. It indicates his wise or foolish spending, or wise or foolish saving; it reveals his real character.

If you should give a thousand dollars to each member of a class of this year's graduates, and could follow each in disposing of it, without knowing anything else about him, you could get a pretty good idea of his probable future, and judge whether he will be successful or will

fail, whether he will be a man of character and standing, or the reverse.

One boy would see, in the thousand dollars, a college education for himself or for a crippled or otherwise handicapped brother or sister. Another would see, in his thousand, a "good time" with vicious companions.

To one, the money would mean a chance to start a little business of his own. Another would deposit his in a savings bank.

A poor girl would see, in her money, an opportunity to help an invalid mother or a dependent brother or sister.

In no two instances would the money mean the same, perhaps, or develop the same traits of character.

To one it would mean nothing but selfishness, to another an opportunity to help others. To one it would mean a chance to secure precious, long-coveted books, constituting a fine library. To another it would suggest a home of his own.

To the boy who is naturally selfish, hard, grasping, mean, and stingy, the making of money simply emphasizes his characteristics. It makes a small man smaller, a hard man harder, a mean man meaner. A boy who is naturally grasping and mean, if he wishes to be a power in the world, must discipline himself by systematically helping others, in some way, or his life will become harder and meaner, his affections will become marbled, and he will be of no earthly use to the community in which he lives. In fact, he will make every foot of the land poorer and meaner despite his acquisitions, even if they mount into millions.

On the other hand, it makes a generous man more generous, a magnanimous man more magnanimous. Instead of cheapening the land, his presence raises its value, and he is the pride of the community, no matter how much money he possesses.

CONQUER YOUR PLACE

The only place a man can ornament, the only one in which he can do himself credit, is the one he conquers, the position he masters by the force of his character, that to which he has attained by his own persistent effort.

What good will a position do you which you have not conquered? Suppose your father puts you in a place above others, a position which, perhaps, some of those others have fairly won by years of faithful, efficient service,—of what advantage will it be to you if you cannot dominate the situation, and are not able to hold it by right of merit? What sort of figure will you cut in your own eyes and in the eyes of those over whom you are placed, when your ignorance and incompetence are constantly putting you at a disadvantage?

It is a pitiable sight to see the son of a rich man boosted into a place because his father owns the store, or owns stock in the concern, when there are scores of young men under him who have long arms, and are infinitely better fitted to fill the position than he is. If he has a spark of right feeling, he cannot but feel contempt for himself. He must realize that he is, in some sort, a thief, if he considers that he is not only monopolizing a position which really belongs to someone else who has worked years to obtain it, but that he is also trying to hold something he has never earned,—that he is occupying his place, not by merit, but by favor. How can he retain his self-respect when he knows that he is strutting in borrowed plumes, that he does not deserve what he is enjoying? The consciousness that those under him have only a feeling of contempt for him must not only embarrass him, but also make him feel small and mean.

Remember, those of you, especially, who are impatient and uneasy as to your slow progress, that the very strength and efficiency which will enable you to fill adequately the positions which you aim at, and the power

to hold them with credit to yourselves when you have succeeded in attaining them, are generated on the way up from the bottom to the top. The successive steps to them are the gymnasia which develops the muscle requisite to stand there and maintain your balance. Nothing is of any real value to you which you do not get by your own efforts, and do not hold by virtue of merit.

THE OWNERS OF THE SOIL

(By Edward Everett)*

"The man who stands upon his own soil, who feels that by the law of the land in which he lives, he is the rightful and exclusive owner of the land which he tills, feels more strongly than another the character of a man as the lord of an inanimate world. Of this great and wonderful sphere, which, fashioned by the hand of God, and upheld by His power, is rolling through the heavens, a part is his—his from the centre to the sky! It is the space on which the generation before moved in its round of duties, and he feels himself connected by a visible link with those who follow him, and to whom he is to transmit a home.

"Perhaps his farm has come down to him from his fathers. They have gone to their last home; but he can trace their footsteps over the scenes of his daily labors. The roof which shelters him was reared by them to whom he owes his being. Some interesting domestic tradition is connected with every inclosure. The favorite fruit tree was planted by his father's hand. He sported in boyhood beside the brook which still winds through the meadow. Through the field lies the path to the village school of earlier days. He still hears from the window the voice of the Sabbath bell, which called his fathers to the house of God; and near at hand is the spot where his parents lay down to rest, and where, when his time has come, he shall be laid by his children.

"These are the feelings of the owners of the soil. Words cannot paint them—gold cannot buy them; they flow out of the deepest fountains of the heart; they are the very life-springs of a fresh, healthy, and generous national character."

*Edward Everett was an American of culture, of elegance, of scholarship, at a time when culture and elegance and scholarship were not commonly met with in America. He was clergyman, professor, public lecturer, diplomat, statesman; he held positions as eminent yet as separated as president of Harvard College and Secretary of State, and at other times between his birth, in 1794, and his death, in 1865, he was editor of the North American Review, member of Congress and of the Senate, Governor of Massachusetts, minister to Great Britain. This is the man who pronounced so moving a panegyric on the life of the farmer.

THE GLORY OF THE CORN

The corn! the corn! the corn! that in its first beginning and in its growth has furnished aptest illustration of the tragic announcement of the chiefest hope of man. If he die he shall surely live again. Planted in the friendly but sombre bosom of mother earth, it dies. Yea, it dies the second death, surrendering up each trace of form and earthly shape until the outward tide is stopped by the reacting vital germs which, breaking all the bonds and ceremonies of its sad decline, come bounding, laughing into life and light, the fittest of all the symbols that make certain promise of the fate of man. And so it died, and then it lived again.

See it—look on its ripening field. See how it wears a crown, prouder than monarch ever wore; sometimes jauntily, and sometimes, after the storm, the dignified survivors of the tempest seem to view a field of slaughter and to pity a fallen foe. And see the pendent caskets of the cornfield filled with the wine of life and see the silken fringes that set a form for fashion and for art.

And now the evening comes, and something of a time

to rest and listen. The scudding clouds conceal the half and then reveal the whole of the moonlit beauty of the night; and then the gentle winds make heavenly harmonies on a thousand thousand harps that hang upon the borders, and the edges, and the middle of the field of ripening corn, until my very heart seems to beat responsive with the rising and the falling of the long, melodious refrain. The melancholy clouds sometimes make shadows on the field and hide its aureate wealth; and now they move, and slowly into light there comes the golden glow of promise for an industrious land.

Aye, the corn, the royal corn, within whose yellow hearts there is of health and strength for all the nations. The corn triumphant! That with the aid of man hath made victorious procession across the tufted plain and laid foundation for the social excellence that is and is to be. This glorious plant, transmitted by the alchemy of God, sustains the warrior in battle, the poet in song, and strengthens everywhere the thousand arms that work the purposes of life.

Oh! that I had the voice of song or skill to translate into tone the harmonies, and symphonies, and oratorios that roll across my soul when, standing, sometimes by day and sometimes by night, upon the borders of the verdant sea, I note a world of promise; and then before its heaped gold await the need of man.

one-half the year is gone I view its full fruition and see Majestic, fruitful, wondrous plant! Thou greatest among the manifestations of the wisdom and the love of God that may be seen in all the fields, or upon the hillsides, or in the valleys. Glorious corn that, more than all the sisters of the field, wears tropic garments. Nor on the shore of Nilus nor of Ind does live again that time, when half the world was good and the other half unknown.

And now again the corn! that in its kernel holds the strength that shall (in the body of the men refreshed) subdue the forest and compel response from every stubborn field; or, shining in the eye of beauty, make blossoms of her cheeks and jewels of her lips, and thus make for man the greatest inspiration to well-doing, the hope of companionship of that sacred, warm, and well-embodied soul, a woman.

INSTINCT FAR SUPERIOR TO REASON

(When the Doctors Disagree).

Every would-be diet reformer, and we doctors are almost as bad as any of them, is absolutely certain that what nine-tenths of humanity find to be their food is a deadly poison. One philosopher is sure that animal food of every description, especially the kind that involves the shedding of blood, is not absolutely unfit for human food, but is the cause of half the suffering and wickedness in the world. Another gravely declares that the only thing which above all things is injurious is salt. Another takes up his parable against pork. Still another is convinced that half the misery of the world is due to the use of species; and one dietetic Rousseau proclaims a return to very first principles by the abolition of cooking.

Another attacks the harmless and blushing tomato, and lays at its door the modern increase of cancer, insanity and a hundred kindred evils; while Mrs. Rohrer has gently but firmly to be restrained whenever the mild-eyed potato is mentioned in her presence.

There is almost an equally astonishing Babel when one comes to listen to the various opinions as to the amount of food required. Eighteen grave and reverend doctors assure us that overeating is the prevalent dietetic sin of the century, while the remainder of the two dozen are equally positive that the vast majority of their patients are underfed. One man preaches the gospel of dignified simplicity on one meal a day and one clean collar a week, while the lean and learned Fletcher declares that if we only keep on masticating our one

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mouthful of food long enough, we shall delude the stomach into magnifying it into ten, and can dine sumptuously on a menu card and a biscuit.

Fortunately, when it comes to practise, philosophers, reformers, and doctors alike, have about as much influence here as they have over conduct in other realms—and that is next to none at all. The man in the street follows his God-given instincts and plods peacefully along to his three square meals a day, consisting of anything he can find in the market, and just as much of it as he can afford, with special preference for rich meats, fats and sugars.

Here, as everywhere, instinct is far superior to reason, and a breakfast diet of sausage and buckwheat cakes with maple syrup and strong coffee has carried the white man half round the world; while one of salads and cereals, washed down with a post-prandial subterfuge, would leave him stranded, gasping, in the first ditch he came to.

All the basal problems of dietetics were, by the mercy of heaven, settled long ago in the farmhouse kitchen, in the commissary department of the army in the field, in the cook's gallery amidships, and in the laboratory.

There is little more room for difference of opinion upon them than there is about the coaling of engines. Simply a matter of size of boiler and fire-box, the difference in heating power and ash between Welsh and Australian, and the amount of work to be got out of the machine, multiplied by the time in which it is to be accomplished.

Dr. Hutchinson proceeds to give reasons why spices do not heat the blood, why pork is a most excellent food, why fish is no better for the brain than other things, why vegetarianism is a mistake, and so on. His principal caution is not to eat in a hurry; his principal advice is, virtually, to eat whatever seems to agree with you.

All the basal problems of dietetics were, by the peptic who, after a long term of misery, one day apostrophized his stomach thus: "I have humored you for many years. I have coaxed you, coddled you, petted you. I have swallowed bad-tasting medicines on your account. I have been your servant—but now I am through.

"From this time I will eat what I please. If you protest, I shall ignore you. Hereafter you are the servant, I am the master. Now make the best of that!"

This brave man's stomach, we are told, was so thoroughly cowed by the words that it never again demanded a milk diet.

EVERY MAN MASTER OF HIS OWN STOMACH

In that series of compromises which we call life there is no compromise more perplexing than the compromise with the stomach. No problem requires more earnest thought than the food problem. It is the stomach that makes men work. There would be no produce exchange were it not for the stomach—no yellow fields of wheat and corn, no grazing herds of cattle, no fleets of white-sailed fishing vessels. Clothing and shelter are secondary demands. The stomach is master; and, as is ever likely to be the case with autocrats, it is selfish—wherefore we humor it—we hold out crutches to it—we offer it tempting inducements to be lenient with us.

A sense of relief, therefore, is produced by reading Dr. Woods Hutchinson's article, "Some Diet Delusions," in McClure's; for therein is advanced the doctrine of "intelligent omnivorousness." Says Dr. Hutchinson:

Every imaginable experiment upon what would and what would not support life must have been tried thousands of years ago, and yet our most striking proofs of how highly men value their "precious right of private haziness," as George Eliot shrewdly terms it, are to be found in the realm of dietetics. The "light that never

was on sea or land" still survives for the most matter-of-fact of us in the memory of "the pies that mother used to make," and nowhere else do we find preferences so widely accepted as evidence, and prejudices as matters of fact, as in this arena. In fact if we were merely to listen to what is said, and still more to read what is printed, we would come to the conclusion that the human race had established absolutely nothing beyond possibility of dispute in this realm.

A certain Irishman was very proud of a huge bulldog he possessed, which was his constant companion. One day a friend met him without the dog, and looking very disconsolate. "Well," he asked, "and how is that dog of yours doing?" "Oh, be jabbers, he's dead! The illigant baste wint and swallowed a tape-measure!"

"Oh, see! He died by inches then?"

"No, shure, he didn't! He went round to the back of the house an' died by the yard!"

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ONE WAS ENOUGH

Aunt Priscilla—"Now, Tommy, never try to deceive anyone. You wouldn't like to be two-faced, would you?"

Tommy—"Gracious, no! One face is enough to wash these cold mornings."—Chicago News.

The danger of sending abbreviated telegrams is shown in the following story. A politician was to have made a speech at Derby, and, being unable to do so because heavy rains had destroyed the branch railway, sent a telegram as follows—"Cannot come; wash out on line." In a few hours the reply came—"Never mind; borrow a shirt!"

QUOTATIONS IN STORE AT FT. WILLIAM FOR OCT. 1908

DATE	WHEAT										FLAX			BARLEY				CASH OATS								
	1°	2°	3°	4	5	6	Feed 1	Feed 2	Rej. 1	Rej. 2	Rej. Seed	In	w	l	ma	Rej.	3	4	Rej.	Feed	1w	2w	3w	2m	Rej.	
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WOMAN'S SPHERE



WHAT TO DO IN AN EMERGENCY

(By Blanche W. Fischer).

When an accident occurs there are certain things that may be done that will prevent the injury from becoming greater while waiting for the doctor. An inexperienced worker should not try to remove the patient unless it is imperative, or unless the weather is a cause of discomfort or danger; but even when moving is unavoidable, do not move the injured person farther than is absolutely necessary. Such aid as can be given should be given as quickly as possible so that moving may not aggravate the trouble. Then lift the patient upon anything on which he may be placed in a flat position, first throwing over the improvised litter something soft. When it is possible to have two or three assistants for this moving one should devote his attention to protecting the wounded part.

IN CASE OF AN ACCIDENT FROM FIRE the most important thing to remember is that the air must be excluded from the burnt surface. In wounds of every description cleanliness is one of the healing factors; but in a burn the wound may be irritated by pulling away anything that may be sticking to it. If any foreign substances, such as bits of clothing, should seem to be simply lying on the wound, they may be carefully picked off. If there are blisters they must be pricked immediately and the water from them absorbed by old linen. Then the wound should be covered with sweet oil, vaseline, or any pure oil or ointment, and a cloth saturated with oil laid over it. Or one may use molasses, or the white of an egg, or dust flour over the surface.

One of the best remedies for such emergencies is "carron-oil," which is made by stirring equal parts of lime-water and linseed oil into a thick paste.

A BURN FROM GREASE OR OIL should be treated as an ordinary burn. One from an acid should be washed with warm water, or, if it is possible to get baking soda or common washing soda, put a pinch of it into the water and wash the wound with the solution. The object is to remove any of the acid that has not eaten into the wound. Then the wound should be dressed with oil.

MANY PERSONS DIE FROM SHOCK whose burns are not fatal, consequently the patient should have absolute rest. Loosen the clothing, and give stimulants in small doses, or hot coffee, hot milk—anything that is warm and nourishing. Keep the patient comfortably warm, applying hot water bottles if the limbs are cold. When coffee is used it should be made very strong, and given without cream or sugar.

AN ORDINARY CUT will stop bleeding upon the application of hot water or ice. If the blood shows signs of drying let it remain, as nothing will stop bleeding more effectively.

IF BLOOD SPURTS FROM A CUT it is evidence that either a vein or an artery has been severed. In that case take a handkerchief or a strip of cloth and tie it around the limb an inch or two above the wound—"above" meaning between the wound and the heart; the bandages being put on loosely enough to admit of inserting a stick or cane between the bandage and the limb. Twist the stick so that with every turn the bandage is drawn tighter. This must go on until the bleeding either stops or materially diminishes. Then the bandage must be held in place, and a similar one, perhaps not quite so tight, applied below the wound. In this way the bleeding from the other end is controlled. But the bandage must not

be allowed to remain on the limb too long or the results may prove disastrous.

Sometimes the wound is in a place where it is impossible to apply a bandage; in that case, press the lips or sides of the wound together with the fingers, and keep them firmly closed by pressure.

IN TREATING A CASE OF POISONING remember that there are two classes of poison: "irritants" and "narcotics." Under the head of "irritants" come all the acids, ammonia, corrosive sublimate, and all preparations of arsenic, including Paris green and the various rat poisons. The liniments prescribed for bathing purposes that are so often swallowed by mistake, usually contain some irritant poison. When an irritant is taken the patient is usually so thoroughly nauseated that it is not necessary to give an emetic; but it is safer to do so. There is nothing better for this purpose than a heaping teaspoonful of mustard stirred into a glass of warm, not hot, water; or, if mustard is not to be had, salt stirred into warm water. Then give two tablespoonfuls of any pure oil, or the whites of two eggs; or stir chalk, magnesia, baking soda, or even flour into either milk or water. If none of these is to be had give the patient as much milk or water as he can drink.

THE POISONS MOST COMMONLY MET with that would be classed as "narcotics" are belladonna, chloral, strychnia, and all preparations of opium, such as morphine, laudanum and paregoric. The principal thing to do if one of these has been taken is to keep the patient awake, or, if he has lost consciousness, to arouse him. Give him mustard water to drink, and unless the emetic acts quickly repeat the dose in ten minutes. Keep him awake by walking him up and down. If he has lost consciousness before any attempt has been made to overcome the poison, dash alternately very cold and very hot water upon his chest, and, if possible, make him swallow black coffee. It may take hours to work off the effect of a narcotic poison, but unless sure that it has been overcome do not stop working for one moment.

IN THE CASE OF A POISONED WOUND, such as that caused by the bite of a snake, let the wound bleed freely, even gently pressing around it to increase the flow of blood. Cauterizing is the only treatment that is absolutely to be relied upon. After the wound has been cauterized give the patient stimulants freely.

FOR A DOG BITE no treatment is necessary unless the dog is mad. Of course, it is better to have the wound washed out with warm water and covered, so as to keep it perfectly clean; but beyond this there is really nothing necessary. If the dog is "mad," or if there is a suspicion that it is mad, the wound should be cauterized.

A FAINTING FIT is more alarming than serious. Lay the patient flat on a bed, or upon the floor, having the head, if possible, a trifle lower than the body. This can be managed, even when the patient has fallen upon the floor, by slipping under the body a pillow, blanket or rug. See that there is plenty of fresh air, dash cold water in the face, hold ammonia under the nostrils, and when the patient is conscious give some strong coffee, or half a teaspoonful of aromatic spirits of ammonia in a little water. Do not try to make the patient swallow the stimulant just as he is recovering consciousness; there is great danger of choking him. After consciousness is restored demand that the patient shall rest.



ALLEGED HUMOR

JUST AS YOU TAKE IT



"His wit in the Combat was gentle and bright—
Ne'er carried a heart-stain away on its blade."—*Sheridan.*

The late Father Healy, an Irish wit, was once accosted by a judge with whom he had had a disagreement. "Here, Healy, I've got a crow to pluck with you," said the judge. "Make it a turkey, and I'll be with you at sever!" replied the Father. The judge forgot his displeasure, and the two men dined together amicably that evening.

"My dear," said an old gentleman to his daughter. I think you had better go up to the drawing-room. Mr. Wilkins wants to talk to me about a Stock Exchange deal we have on—just a little matter of business." "Can't I stay, papa?" asked Margaret. "I should so much like to hear Mr. Wilkins talking business—for once." Mr. Wilkins, who had been calling regularly for a year, took the hint that night.

SOLDIERING.

Casey—"You're a bar-rd worruker, Dooley. How many hods o' morthur have yez carried up that laddher th' day?"

"Dooley—"Whist, man—I'm foolin' th' boss. I've carried this same hodful up an' down all day, an' he thinks I'm worrukin'!"—*Cleveland Leader.*

WHY HE DIDN'T.

A gentleman in a strange city, desiring the advice of a lawyer, entered one day an office on the door of which he read the name, "A. Swindle, Attorney-at-law." After receiving excellent counsel he ventured to say to the lawyer: "You, sir, are a splendid type of man, and why do you place yourself open to ridicule by wording your sign as you have done. Why not put your first name in full?"

"I would, indeed," smilingly replied the lawyer, were not my first name Adam!"—*Lippincott's Magazine.*

A PHENOMENON.

A negro preacher while speaking to an audience of his own color chanced to make use in the course of his remarks of the word "phenomenon." This rather puzzled several of his hearers, who at the close of the meeting asked to be informed of its meaning. Not knowing quite how to answer them the preacher put them off until the following Sunday, when he thus explained: "If you see a cow, that's not a 'phenomenon.' If you see a thistle, that's not a 'phenomenon.' And if you see a bird that sings, that's not a 'phenomenon,' either. But," he said, "if you see a cow sitting on a thistle and singing like a bird, then that's a 'phenomenon.'"—*The Tatler (London).*

HE UNDERSTOOD.

"Willie," said an interesting young mother to her first-born, "do you know what the difference is between body and soul? The soul, my child, is what you love with; the body carries you about. This is your body," touching the little fellow's shoulder, "but there is something deeper in. You feel it now. What is it?"

"Oh, I know," said Willie, with a flash of intelligence in his eyes, "that's my flannel shirt!"—*Lippincott's Magazine.*

FOR HIM TOO.

A churchman tells about a time he was travelling threw the country with an evangelist. At a village in Ohio a meeting was held at which an announcement was made that the proceeds of a collection to be taken would be turned over to a missionary fund.

In the audience was a man who was publicly known to oppose foreign missions, and who was also suspected of being an agnostic of the deepest dye. The churchman in the course of the collection passed this man the box. The other pushed it away with a sneer on his face. A sudden inspiration came to the churchman, and, thrusting the box under the fellow's nose, he said: m

"Here take some—It's for the heathen."—*Philadelphia Ledger.*

TOO LATE.

The reporter, a young lady, who usually "did" the weddings for a certain provincial newspaper, was unfortunately ill on one of these festive occasions. So she had to call on the following day to obtain as much information as possible.

On arriving at the home of the bride's parents she remarked to the servant who opened the door:

"I have come to get some of the details of the wedding which took place yesterday."

An expression of intense regret came to the countenance of the servant.

"I'm awfully sorry, Miss," she exclaimed, "but everything is finished. You ought to have come last night. The company ate up every scrap!"



HAD MATRIMONIAL LOOK.

Weary Willie (reading ad.)—"Man wanted to chop wood, bring up coal, tend furnace, take care of garden, mind chickens and children—"

Frayed Fagin (groaning)—"Gee! dem matrimonial advertisements make me tired."—*Judge.*

BANK STOCK

IMPORTANT ANNOUNCEMENT

WE WISH to inform Western Farmers, Workingmen and Merchants that we have been appointed by THE HOME BANK OF CANADA, sole agents for selling their stock in a Western Canada. At present almost all the stock of our Banks is owned in the East. We want to give Western men a chance. The great bulk of the business of our Banks is done on the money deposited in them. The common people, farmers and workingmen, contribute the greater bulk of these deposits.

Our Purpose.—To make THE HOME BANK OF CANADA THE GREAT COMMON PEOPLE'S BANK.

Our Plan is simple. 1st: To get every farmer and workingman in the West, who can afford it, TO BUY AS MUCH HOME BANK STOCK AS HE CAN, and, 2nd: To get every farmer and workingman wherever possible TO PUT HIS MONEY, WHEN HE HAS ANY TO DEPOSIT, IN THE HOME BANK.

The Result.—The strongest Bank in the west, which will have regard for the interests of the common people and no particular class, and a Bank also that will pay good dividends upon its stock. Bank stocks are profitable investments. See our Prospectus for fuller information. Get busy. Use your head and think this out. Then turn that money you have deposited in your bank into Home Bank Stock where it will earn good money. Read our Prospectus, and write us for information.

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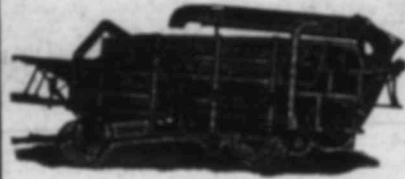
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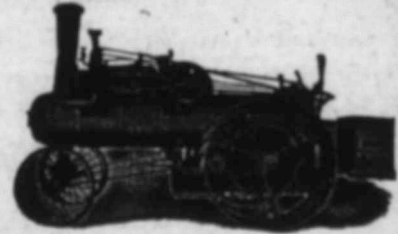
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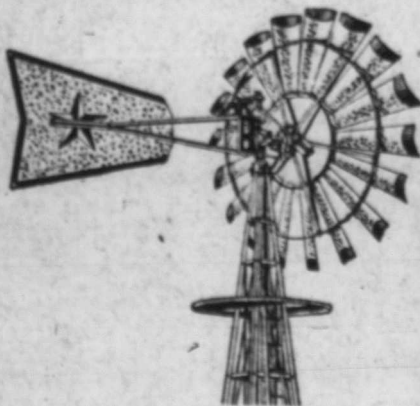
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