

# THE GRAIN GROWERS' GUIDE



EQUITY

"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"



The Crop Prophet is now busy. Never were such hopeful harvest promises! What a splendid guesser! What a lively imagination is his! As he surveys the landscape from the comfortable pulpit, it is so easy to become enraptured, and his is a fertile brain, with a purpose of its own to serve. What matter to him if his inflated report depresses the price of wheat

at the time the farmer must necessarily market his grain. Is not there the grain speculator to be considered? Yes, he needs watching, and here our artist has well depicted the ancient sage Diogenes after him, lantern in hand, determined to show him up, and find out, if possible, an honest man; and lo! by the light we behold Equity and The Guide.

## CONTENTS

- EDITORIAL—The Elevator Question  
How Grain is Inspected at Minneapolis and Winnipeg  
The Grain Growers and Millers before the Board of Railway Commission  
Grain Growers' Grain Co. Annual Meeting  
A Difference of Opinion is not a Cause for Strife  
Co-operative News      Comments on Current Events  
Hudson's Bay Route      Woman's Column  
Sunshine Guild      For the Boys

# WALL PLASTER

*Good Results can only be Attained by using Good Goods*

The "Empire" brands are the Highest Grade Plasters on the market and are specified on all first class construction

EMPIRE WOOD FIBER PLASTER

" CEMENT WALL "

" FINISH "

GOLD DUST FINISH "

GILT EDGE PLASTER OF PARIS

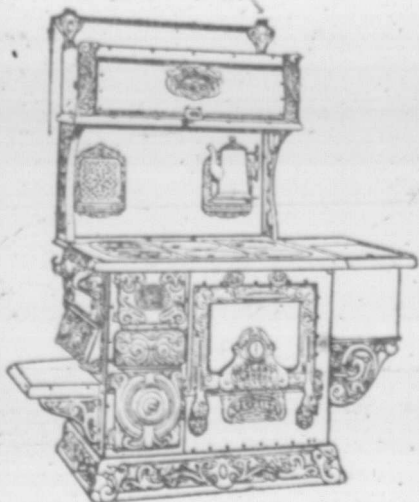
Manufactured only by

**Manitoba Gypsum Co. Ltd.**

**Winnipeg  
Man.**

## "SASK-ALTA" SUPERIORITY

There must be some good reasons why the "Sask-Alta"



Range has been so enormously popular since first put on the market.

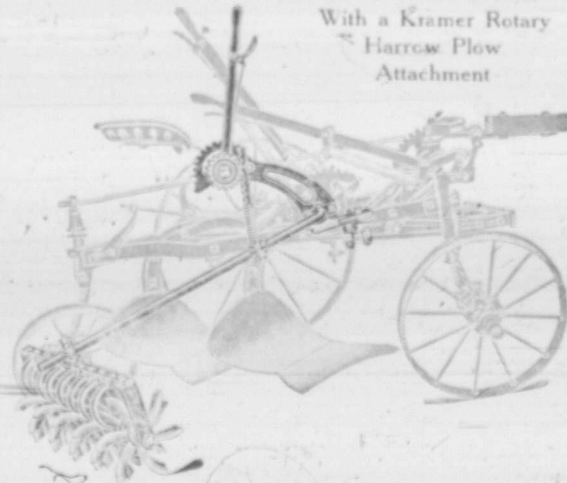
These reasons can be described by any housewife using this range. It is worth while to ask a "Sask-Alta" user about it. Will you do so, if you think of getting a range? We invite you to see this range at our warehouse when in Winnipeg.

**The McClary Manufacturing Co.**

LONDON, TORONTO, MONTREAL, WINNIPEG,  
VANCOUVER, ST. JOHN, HAMILTON, CALGARY

## Harrow While You Plow

With a Kramer Rotary  
Harrow Plow  
Attachment



**FIRST ON THE MARKET**

All others are Imitations

Over 40,000 Sold

Locks in the Moisture for the Plant. Saves half the time of Men and Teams in the preparation of the Seed Bed

LIGHT IN DRAFT EASILY OPERATED  
POWERFULLY CONSTRUCTED

Order from Local Implement Dealer, or Direct from  
**THE KRAMER CO., Paxton, Ill., U.S.A.**

ILLUSTRATED FOLDER ON REQUEST



# THE GRAIN GROWERS' GUIDE

Number 1.

WINNIPEG, JULY, 1909.

Volume II.

ADDRESSED TO THE FARMERS OF



Published under the auspices and employed as the Official Organ of The Manitoba Grain Growers' Association, The Saskatchewan Grain Growers' Association and the United Farmers of Alberta.

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

Number 1.

JULY, 1909.

Volume II.

## Editorial

### How Grain is Inspected and Graded at Minneapolis

THE Chief Grain Inspector is appointed by the Railway and Warehouse Commission.

The Board of Appeal consists of three (3) members, appointed by the Governor. Their qualification is the same as the Chief Inspector. Term of office, two years. None of the members are connected with, or have any interest in the grain trade.

The majority of the two boards, Duluth and Minneapolis, meet annually in joint session on or before September 15th, and establish the grades of all grains subject to Minnesota State inspection. The Appeal Board establishes the grades on all grain based on the commercial or milling value of same, and not entirely on its physical appearance, that value being obtained by frequent chemical analysis with milling and baking tests.

The State Sampler secures a fair sample of a car by plunging a hollow brass tube, called a "probe," to the bottom of the car in several places.

The sample thus obtained is placed in a sample sack, together with a card, on which has been placed the car number and initials and taken to the State Inspector's office, where the grade and dockage is determined.

The State Sampler also takes a record of the car seals, re-seals the car, applying a State seal, of which he also keeps a record.

A sample is also taken out of each car by the Sample Bureau of the Chamber of Commerce in the same way and given to the Consignee of the car.

A complete seal record is also taken by the Sample Bureau of the Chamber of Commerce sampler.

The Consignee, usually a commission merchant, who is supplied with the necessary appliances for determining the grade and dockage, makes a test which he compares with the report sheet of the State Inspector, and if not satisfied with the grade and dockage, orders a re-inspection by the Chief Department Inspector. If he is still dissatisfied, he appeals to the State Board of Appeal, whose decision is final.

The Consignee has the privilege, if dissatisfied with the decision of the Inspector, to compare the samples secured for him by the Sampling Bureau with the samples secured by the State Sampler for the Inspectors, and if the samples vary, the car is immediately re-sampled and re-graded.

When the grade and dockage of the car has been finally determined, a certificate of inspection is issued by the State Inspection Department.

The car is usually sampled at divisional points, from 80 to 125 miles from Minneapolis, and samples sent in by express to the State Inspection Department by the State Sampler, and to the Consignee by the Chamber of Commerce samplers.

In this way the cars are usually graded and sold before reaching Minneapolis, and not infrequently re-inspected and passed on by the Board of Appeal before arrival.

The Inspector has no information as to the point of origin, the owner or shipper of the grain he is grading. All the information he has is the car number and initial of the car out of which the sample has been taken.

### How Grain is Inspected and Graded at Winnipeg

THE Chief Grain Inspector is appointed by the Governor-General in Council.

The Survey Board consists of twelve members, six of whom are nominated by the Board of Trade of the City of Winnipeg, and three each by the Minister of Agriculture of the Province of Manitoba, and the Commissioner of Agriculture for the North-West Territories.

When the owner of the grain makes an appeal through the Inspection Department, the Secretary of the Survey Board, who is also Secretary of the Winnipeg Grain Exchange, calls any three of the members of the Survey Board available to decide on the appeal. Contract grades are established by statutes.

**W. SANFORD EVANS & CO.**

(MEMBERS WINNIPEG STOCK EXCHANGE)

**SPECIALISTS IN  
WESTERN STOCKS AND BONDS**

326-330 Grain Exchange Bldg., WINNIPEG

Correspondence Solicited

Canada

**PORTLAND  
CEMENT  
DIAMOND  
BRAND  
LUMP LIME**

IN BARRELS AND LOOSE

**KELLY ISLAND LIME**

HARD WALL PLASTER  
WOOD FIBRE PLASTER  
RUBBLE STONE  
CRUSHED STONE

—  
WRITE US FOR QUOTATIONS  
—

**THE WINNIPEG SUPPLY CO. LTD.**  
298 RIETTA STREET, WINNIPEG

**Flour and Feed Dealers**

We handle carloads of

Hay,  
Oats and  
Chop

From Country Points

**RAYNSFORD & CO.**  
126 King Street                      Winnipeg

The Grain Standards Board, appointed by the Governor in Council, establishes the standards found necessary to be designated as commercial grade, and selects samples thereof for the guidance of the Chief Inspector.

The Inspector is governed by the grades established by statute. The Inspector arbitrarily fixes the grade entirely on physical appearance of the grain.

The Sampler of the Inspection Department secures a fair sample of the car by plunging a hollow brass tube, called the "probe", to the bottom of the car in several places.

The samples thus obtained are placed in a sample sack, together with a card, on which has been placed the car number and initials, and taken to the Inspector's office, where the grade and dockage is determined.

The Inspector gets a manifest of the cars which contain the name of the shipper, owner and advisee. No record is kept of the car seals. No sample is taken out of the car except that of the Inspector's.

The owner of the grain, if dissatisfied, can have a re-inspection of his car by the Inspector, and if still dissatisfied can order a survey by the Survey Board.

When the grade and dockage of the car has been finally determined, a certificate of inspection is issued by the Inspection Department. The cars are all sampled at Winnipeg.

The Inspector has information as to the point of origin, the owner and shipper of the grain he is grading.

It is to be noted there is a good deal of similarity in the systems of inspection at Minneapolis and Winnipeg, yet they differ materially in very important respects, more especially in the fact that at Winnipeg there is no check on samplers, while at Minneapolis there is an opportunity to check up the Samplers Department and reviewing the work of the sampler.

Again, the Appeal Board in Minneapolis fulfils a very important function, while the Survey Board at Winnipeg is of no practical use.

Another important difference is the fact that the Appeal Board determines their decision more on the commercial value of the grain inspected than on its physical appearance or definition of the grade as fixed by statute.

The Appeal Board, appointed by the Governor, leads to an independence of any influence outside of their duties. The Survey Board in Winnipeg, being nothing more or less than men selected from the floor of the Grain Exchange, who are active dealers in grain, and whose judgment is liable to be biased on that account.

Another important difference is that neither the Inspector nor the Board of Appeal has any intimation as to the owner of the grain inspected. They simply inspect a sample of grain, not a car of grain belonging to an individual, while at Winnipeg that information is available to both the Inspector and the Survey Board.

**Re-Inspections and Appeals at Minneapolis**

Out of a total of 240,422 carloads of grain inspected "on arrival" and "out of store" 54,922 carloads were held for re-inspection with the following results:

There were 34,066 cases sustained; 13,866 cases with grades raised; 2,119 cases with grades lowered; and 4,851 cases with dockage changed.

Appeals to the Grain Inspection Boards (Appeal Boards) were made in 31,420 cases. In 22,728 of these cases the decisions of the Inspection Department through the Chief Deputy Inspectors, were confirmed, and in 8,962 cases their decisions were changed.

**Appeals to the Survey Board of Winnipeg**

From September 1st, 1909 to February 28th, 1909  
Number of cars inspected ..... 66,955





"I always believe in dealing with the biggest people in any manufacturing line. You share the merits of the goods that have made them the biggest."

—The Philosopher of Metal Town.

# METALLIC Portable Corrugated Granaries

A new money saving, labor saving device for the farmer. No more possibility of a spark from the threshing engine or a bolt of lightning wiping out the result of your summer's toil. Your granaries are your banks. They should be built of the best weatherproof and fireproof material.

Our Metallic Portable Corrugated Granaries are absolutely **Fireproof, Lightning Proof and Stormproof**, and more, they prevent all danger of loss of grain from vermin.

Our Portable Granaries are round in shape, and made of the best heavy galvanized corrugated steel. Every sheet is curved before shipping, making the erection of the granary simply a matter of fitting the sheets together.

The roof is of sheet steel: an absolutely storm proof roof that will scatter the fiercest lightning. The other makes of portable granaries have canvas roofs which for durability and weatherproof qualities cannot be compared with the sheet steel roofs on our Metallic Granaries.

A Metallic Portable Granary, while much stronger than a wooden granary, weighs only one-third as much, making it easy to move.

Write us to-day. We will be pleased to give you full information. You will be surprised how cheaply they can be erected.

We are the oldest and largest manufacturers of sheet metal goods in Canada. "Eastlake" Steel Shingles and Rock Faced Siding for your houses and Corrugated or Manitoba Sidings for your barns and implement sheds, makes them absolutely weatherproof.

Western Canada Factory: 797 Notre Dame Ave., Winnipeg

**The Metallic Roofing Co. Limited**  
TORONTO & WINNIPEG

Surveys made .....	196
Inspectors' grade sustained .....	152
Inspectors' grade not sustained .....	44

The Board of Appeal of Minneapolis and Duluth in their report for the year ending July 31st, 1908, says:

"All grades of grain should be established on the commercial or milling value of same and not entirely on its physical appearance.

"To arrive at same with any degree of accuracy, chemical analysis with milling and baking tests have been made by us.

"These have been made through outside sources, and, while we do not question their reliability, the findings in each case being corroborated by similar work of State Agricultural Laboratories, we find the large mills all equipped on these lines, and to more fully protect our inspection, we fully concur in the recommendation made to you on November 12th last by Governor John A. Johnson that the State establish a laboratory and employ a chemist, same to be under the supervision of the State Grain Inspection Board, thus giving to all the safest possible guarantee, under State authority, of State inspection.

We would also recommend that some changes be made in the present method of inspecting grain out of store into cargoes.

"The present method of inspecting grain in a running stream, in our judgment, is far from satisfactory, and would offer the suggestion that all grain to be loaded into boats first be run, and an average sample taken for inspection, re-inspection and appeal, the same to be graded and docked in the same manner as incoming grain, the State Inspector at such elevator to see that the identical grain so sampled be loaded on to the boats.

"When cargoes of grain are loaded for export, covered by a State inspection certificate, the State, in our judgment, should throw some safeguards around such shipment, so as to prevent any chance of tampering with same until it reaches its destination, even though it should be bound for foreign port."

#### The Elevator Question

WE COMMEND a careful perusal of the letter signed "Glen," which we reproduce from a recent issue of the Free Press, on the elevator question. The writer, who evidently studied the question from the view point of "business," with the instincts of a shrewd business man, clearly sets forth the paralyzing effect—the withdrawal of so much of the proceeds of our grain product from general business, for

#### FOR SALE:

Three beautiful homes in Crescentwood, from \$8,500.00 to \$10,000.00 each.

Thirteen acres fronting on Panet Road, about three miles East, \$400.00 per acre. All plowed and fenced. Would make an excellent market garden proposition.

Several blocks of vacant lots in South and West end, all within City limits, from \$6.00 to \$10.00 per ft. on your own terms.

Farmers desirous of making an investment in City property should inspect these properties while visiting Winnipeg. If you have any Farm or City property for sale, mail particulars at once.

### WILLIAM GRASSIE

54 Aikins Building, 221 McDermot Avenue

P.O. Box 645

WINNIPEG

Phone 5327

## For the Annual Sports Day

Trophies and individual prizes are much in demand.

We have an unusually fine line of prize cups, manufactured from the

### "Birks" and "Gorham"

dies, which are among the choicest to be had.

Varying in shape, design, and size, either sterling silver or electro-plate, our collection is large and varied enough to satisfy the most particular.

For individual prizes we carry an exceptionally fine line of medals, fobs and pins.

We are also glad to submit special designs as specified by our customers.

Write for catalogue and particulars.

### HENRY BIRKS & SONS

LIMITED

Jewellers and Silversmiths

350-352 Main Street

WINNIPEG

the maintenance of and paying dividends on capital tied up in unnecessary storage.

"Glen" has struck a note; the business men who regard the multiplying of elevators at every station in the West as a sign of prosperity, should play too. There are very few towns in our prairie provinces, which depend for support on the proceeds of the farm, but what suffer to a large extent through the elevator interests, by "combination," getting more of the proceeds of the grain than the service they render entitles them to.

The latest acquisition to the "interests" that propose to "develop" the West is the National Elevator Co., capitalized at five million dollars. In the prospectus issued recently, they state their intention to build four hundred elevators in Saskatchewan and Alberta through a subsidiary company, The Great West Grain Co., of Brandon, Man. They claim that a 30,000 bushel elevator costs \$5,000 to build, and has an earning capacity of \$5,000 a year at good points. To illustrate the profits in the elevator business they relate the following particulars, given by the grain buyer for the Alberta Grain Co. at Stettler, Alberta. His elevator has a capacity of 35,000 bushels with a flat warehouse for 20,000 bushels. Commenced business on 14th of November; handled 200,000 bushels; made a profit of \$20,000; bought oats at 20c. to 25c. a bushel, and sold them at 35c. to 50c.; and that 600,000 bushels of grain was sold at Stettler last year.

We know nothing as to the truth of that statement, but we know that the difference between street and track price during the last two years in the newer districts of the West, would average 10c. a bushel, to say nothing of other speculation the elevators are supposed to practice, which would give the buyer of the Alberta Grain Co. the profits he claims to have



realized on the quantity handled and no doubt the other dealers made the same profit. And what is more, it is safe betting that some of the farmers who had contributed a share to that abnormal profit were not able to pay their accounts to the business men of Stettler. If the storage was under Government control and operated in the interests of the people, many thousands of dollars would go to the betterment of conditions in that district that now go to swell the coffers of men who do not need it.

The experience, then, is a repetition of what is going on all over the West; yet, in the face of that fact, which is obvious to all, who, like Glen, give the question an impartial study, some of the leaders of the Alberta Farmers' Association would countenance a move that would destroy the usefulness of the provisions of the Manitoba Grain Act that gives the farmers an opportunity to evade the greed of the owners of interior elevators.

ELEVATOR CAPACITY

Interior elevators in three provinces..	42,871,000
Ontario terminals (Kewatin and Lake Front) .....	20,152,700
<b>Total .....</b>	<b>63,023,700</b>
Grain in store in terminals, April 30th	9,665,830
Wheat in store in Interior elevators, April 30th .....	12,511,000
<b>Total .....</b>	<b>22,176,830</b>

Leaving approximately two-thirds the space now available empty at a season of the year when the heaviest demand is made on storage.

While we have already three times the space needed to take care of the crop, indications are that the capacity of the elevators at Fort William and Port Arthur will be increased this season by six or eight million bushels and that 300 to 400 elevators will be built in the interior. One large American firm is reported to be prepared to erect seventy elevators.

The apologists for the elevator interests justify the excessive charges for buying grain in Manitoba, because of the small amount of grain handled by each elevator due to duplication brought about by the building of new railways. Yet the very same firms that are supposed to have incurred losses in this way are repeating the same operation in Alberta, and the newer districts of Saskatchewan.

The large returns made on money invested in storage accommodation and the grain trade in Western Canada is attracting the attention of men with money and when any outsider presumes to butt in, and build an elevator, he is immediately surrounded by houses belonging to the Combine, either to make him "sick" or "be good."

In addition to the suggestion made by "Glen," that elevator owners want to hold up the Government when the time comes for them to negotiate for the purchase of their buildings, this mad rush for building elevators can be explained by the determination of the Combine to keep control of the grain trade and to prevent any outsiders trespassing on their stamping ground.

If the farmers of this country could realize their strength when well organized, they would then understand why the enemy was always discouraging the farmers' co-operative movement. The enemy has studied the way to combat you. Why don't you farmers realize it? Wake up and think for yourselves.

A Difference of Opinion is not a Cause for Strife

THE editor of the Alberta Homestead, in the issue of June 9th, finds fault with the GUIDE in its capacity of official organ for the associated farmers of the West, for making the following editorial comment:

"The feature of the conference was the 'clean-bill of health' given to the elevator owners by Mr. Fream. His line of argument was very similar to that advanced by the grain dealers and railroad representatives at the conference held at Ottawa a year ago. It must be refreshing to those interests to have the 'secretary of a farmers' association 'patting' them on the back."

Well, what is the matter with this? There is no suggestion that Mr. Fream was doing anything dishonorable, or that he was misrepresenting the body which had named him as a delegate. No doubt Mr. Fream was quite sincere in repeating arguments advanced by railway men and elevator owners at Ottawa some time previously. He was delegated by the Calgary conference to try and break the car distribution clause of the Grain Act (so far as it applied to Alberta), a thing which the railway men and elevator owners were very desirous of seeing accomplished; and as they had posed as friends and champions of the farmers—especially the small ones—when demanding the amendment a year ago, it was but natural that Mr. Fream's arguments should coincide with theirs.

Mr. Fream and the Alberta farmers generally were not shippers of grain before the passage of the car distribution clause of the Grain Act. The farmers of Manitoba and Saskatchewan were, and they know by bitter experience that when the elevators got all the cars that prices were held down at country points to such an extent that many elevators have been paid for out of the profits of one year's business of buying and handling grain through them. They know that the rail-

(Continued on page 51)

Established 1886

Send your Watch and Jewellery Repairs to

# Jackson Brothers

**Expert Watchmakers  
and Manufacturing Jewelers**

**EDMONTON - - ALBERTA**

Prompt and careful attention to mail orders  
Marriage Licenses Issued



Synopsis of Canadian North-West Land Regulations

ANY person who is the sole head of a family, or any male over 18 years old, may homestead a quarter-section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother or sister of intending homesteader.

Duties:—Six months' residence upon and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres, solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts a homesteader in good standing may pre-empt a quarter-section alongside his homestead. Price, \$3.00 per acre. Duties—must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts. Price, \$3.00 per acre. Duties—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

W. W. CORY,

Deputy of the Minister of the Interior.

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

# The Grain Growers and Millers Before the Board of Railway Commission

**A**T THE hearing of the applications of the Dominion Millers' Association for a reduction of the charges for elevating, insuring and storing grain in C.P.R. elevators of Fort William, and that of the Grain Growers' Associations to have an order made that the charges for elevating and storing grain in the elevators owned by the railways at Fort William and Port Arthur should be reduced to the charges made by the C.P.R. in their elevators at Owen Sound. The two complaints being similar in character, was made one at the hearing. The Millers' Association was represented by the secretary, Mr. Watts, while Mr. McMaster, counsel for the Toronto Board of Trade, presented the case for the Interprovincial Council of the Grain Growers' Association. The Secretary, Mr. R. McKenzie, was also present to give evidence.

Mr. Watts filed the tariff for storage, elevating and insurance that is now in force at Fort William, together with the tariffs in force in the Eastern Transfer Elevators, of which we reproduce the following:

Midland Elevator Co., Midland, Ont.—	
Domestic grain—	
Elevating, including 30 days free storage .....	½c.
After 30 days free storage and for each succeeding 15 days or part thereof .....	¼c.
Collingwood Elevator, Collingwood, Ont.—	
Summer storage: Domestic grain—	
Elevating, including 30 days free storage .....	½c.
After 30 days free storage and for each succeeding 15 days or part thereof .....	¼c.
Winter storage (November 1st to May 1st): Domestic grain—	
Elevating, including 15 days free storage .....	½c.
Storage charges for full winter period .....	1½c. (flat)
For shorter period, or for each 15 days or part thereof .....	¼c.
(Winter grain remaining in store after May 1st will be subject to this charge in addition to full winter storage.)	
Turning grain once in elevator .....	¼c.
Canadian Pacific Railway, Owen Sound, Ont.—	
Summer storage (May 1st to October 31st, inclusive): Domestic grain—	
Elevating, including 30 days storage .....	½c.
Export grain—	
Elevating, including 30 days storage .....	¼c.
Storage for each succeeding 15 days or part thereof. (Domestic and export) .....	¼c.
Winter storage (November 1st to April 30th, inclusive): Domestic grain—	
Elevating, including 15 days storage .....	½c.
Export grain—	
Elevating, including 30 days storage .....	¼c.
Storage for each succeeding 15 days or part thereof. (Domestic and export) .....	¼c.
(Between November 1st and April 30th, when charges at regular rate accrue to 1½c. per bushel no further charge will be made.)	
Grain remaining in storage after May 1st, for each succeeding 15 days or part thereof, in addition to accrued charges, at flat rate .....	¼c.
Goderich Elevator Co., Goderich, Ont.—	
Domestic grain—	
Elevating, including 15 days storage .....	½c.
Export grain—	
Elevating, including 15 days storage .....	¾c.
For each succeeding 15 days or part thereof, all grain .....	¼c.
(Winter storage begins November 15th and expires May 1st.)	
Elevating .....	½c.
Storage .....	1c. (flat)
Grain remaining in elevator after May 1st, for each succeeding 15 days or part thereof, in addition to accrued charges at flat rate .....	¼c.
Turning grain in elevator .....	¼c.

He also submitted a tabulated statement of the weekly receipts and shipment, quantities in store and the amount of insurance carried on grain each week by the C.P.R. in their Fort William terminals.

He also submitted the following statement as to the cost of insurance in the different elevators for a year.

<b>C.P.R.</b>	
Elevator "A" .....	\$3.02 per \$100.00.
" " "B" .....	2.46 per \$100.00.
" " "C" .....	.50 per \$100.00.
" " "D" .....	.40 per \$100.00.

<b>C.N.R.</b>	
Working houses "A" .....	\$2.64-
Working houses "B" .....	2.34
Tanks .....	20c.
Consolidated .....	20c. on full capacity.

Mr. Watts submitted evidence that was not contradicted— That the terminal elevators insure the grain in store by the year; that the amount is adjusted at least once a week; and, in the case of the C.P.R., daily; and that the annual premium is paid on the average amount for the year.

Mr. McMaster, for the Grain Growers, showed that formerly the rate for elevating, cleaning and 15 days' storage was ½c. a bushel, which was subsequently raised to ¾c. a bushel to cover insurance, and grain remaining in store after 15 days was charged at a rate of 1-30c. a day, equal to 1c. a month with no limitation as to time, while at Owen Sound grain was elevated and stored 30 days for ½c.; the maximum charge for six months was 1½c. per bushel, and ¼c. per month thereafter.

He did not complain that ½c. per bushel was an overcharge for elevating and 15 days' storage, attacking only the charges made for insurance and long term storage. He submitted the following facts as to the C.P.R. terminals: Assuming that an equal amount of grain was stored in each of their terminal elevators, the average rate of insurance paid would be \$1.59½ per \$100.00 for a year. The maximum amount of insurance carried at any one time last year disclosed, was \$2,952,055, which would cost the C.P.R. at the above average \$47,084.95. The rate of insurance on their two largest elevators, which comprises two-thirds of their space at the terminals, is in one case, 40, and the other 50 cents, and take the other third at \$3.02, the highest charge, would give an average of \$1.31; and assuming that they only pay on the average insurance in force weekly, their insurance on grain for the year ending the 30th of June cost them \$20,433.90. During that time, their grain receipts were 27,759,209 bushels, on which they collected ¼c. per bushel for first term insurance amounted to \$69,398, to say nothing of what they collected on grain remaining in store after the first term.

A feature of the defence was that the C.P.R., which was attacked, entrusted their defence to Mr. Phippen, solicitor for the C.N.R., though their own counsel was present. They made no effort to rebut the facts submitted by the Grain Growers, resting their case on the statement of their earnings.

Mr. Lanigan, for the C.P.R., showed the value of site, track and plant at \$2,398,947.

Operating expenses	\$200,617	Gross earnings for	
Depreciation	71,968	one year	\$350,030
			<u>272,585</u>
		Net earnings	\$ 77,445

about 3 per cent. on the investment.

When cross-examined by Mr. McMaster, Mr. Lanigan could give no detail as to how the operating expense was made up; could not give the cost of insurance, labor, etc., though his mind was quite clear on many items that properly belonged to operating expenses that was not included in the above statement.

Mr. Kneeland for the C.N.R.: Cost of plant, \$2,750,000.

Operating Expense	\$130,568		
Depreciation, 3 per cent. on Work			
Houses	47,500	Gross Earnings	\$391,184
			<u>178,068</u>
		Net Profits	\$213,116

eight per cent. on the cost of the plant.

The Chairman of the Board, in dismissing the application, stated in part: "The onus of proving that the earnings of the terminal elevators return an undue profit on the investment was on the complainants. While they, the complainants, showed that the charges made for insuring the grain were more than the cost of insuring to the parties complained of, and that the charges for storage was largely in excess of that made by the Eastern transfer elevators, yet they failed to prove that the total earnings of the elevators was in excess of a fair rate for the money invested. On the other hand, the railways, although they did not need to do so, submitted statements which go to show earnings of 8 per cent. on the C.N.R. terminals and a good deal less on the C.P.R., which the complainants fail to disprove."

We are not disposed to quarrel with the decision of the Board at this time, which on the record could not be expected to be otherwise; at the same time, the attitude of the Board as expressed by the Chairman, which in effect was that no matter what the charges were unless it can be shown that the net

(Continued on page 52)



# Annual Report of the Grain Growers' Grain Company

**T**HE Third Annual Meeting of the Grain Growers' Grain Co. was held in the Trades and Labor Hall, Winnipeg, July 13th and 14th.

A gratifying feature of the meeting was the large number of shareholders present from the three provinces, many coming from Alberta points. Over 200 representative farmers registered their names, the larger number of them carrying proxies from shareholders in the districts which they represented.

Everybody was put in good humor by the financial statement the Directors were able to present. The profits for the year exceeded \$50,000, representing about 44 per cent. on the paid-up capital. The paid-up capital increased from about \$20,000 to about \$120,000 during the year and the shareholders from about two to six thousand.

The shareholders by resolution directed the Directors to apply the profits towards paying the 30 per cent. remaining unpaid on the stock. Those farmers who had faith enough in the movement to take stock in the Company and pay a call of 30 per cent. will now have their shares all paid up out of two years' earnings.

The President, Mr. T. A. Crerar, gave a very able and concise statement of the operations of the year, which will appear in full in our next issue.

The following Directors were elected: T. A. Crerar, Russell; John Kennedy, Swan River; E. A. Partridge, Sinaluta; Roderick McKenzie, Brandon; Geo. Langley, M.P.P., Maymont, Sask.; John Spencer, Emerson; John Allan, Cordova; M. C. McQuaig, Oakland; Robt. Elson, Moose Jaw; and A. Vaughan Mielicki, Calgary. W. H. Bewell, of Rosser, was re-appointed shareholders' auditor.

A meeting of the Directors was subsequently held, at which Mr. T. A. Crerar was re-elected President, and John Kennedy, Vice-President.

Another encouraging feature was the lively and intelligent interest manifested in discussing the future policy of the Company. The advisability of appointing agents at different points to buy grain was earnestly considered, many recommending this course to offset the many inducements given to farmers by local buyers in touch with the shippers to divert grain from our own Company.

The evening session was largely taken up listening to addresses by Mr. R. McKenzie on terminal elevators, E. A. Partridge on the sample markets, and Geo. Langley, M.P.P., who spoke on the influence the agricultural community should exercise on the Governments. It should be easy, when the votes of farmers are so largely in the majority, to get farmers legislation. "But," says Mr. Langley, "our farmers allow themselves to be dominated when they should be on top every time." Many farmers looked upon themselves as "Hayseeds." "If they made themselves look like 'lambs,' they must expect to be eaten by wolves."

A number of by-laws passed by the Board of Directors during the year were confirmed. Mr. Green, of Moose Law, led a discussion on the advisability of the Company providing terminal elevators for storing farmers' grain handled by the Company, emphasizing the importance of preserving the identity of grain shipped by farmers direct, to avoid diluting in transit by the elevator interests.

## AUDITORS' REPORT

### Profit and Loss Account for the Year ending 30th June, 1909

1909	June 30th.	By Grain Account	\$113,838.06
		Dividends from Investments	2,517.39
		To Office Salaries	18,269.28
		Bank Interest	14,791.76
		Bank Postage and Insurance	2,370.83
		General Expenses	2,298.76
		Advertising	1,771.81
		Office Supplies	1,950.00
		Postage	1,273.24
		Telegraphing	1,502.99
		Rent and Light	1,113.08
		Outside Agents' Expenses	1,061.39
		Auditors' Fees and Expenses	979.53
		Directors' Fees & Expenses	961.27
		Interest and Exchange	696.41
		Telephoning	414.34
		Janitor	157.30
		Bad Debts	348.11
		Depreciation on Furniture	244.02
		Organization and Educational Expenses	
		1. For balance being one-third of first year's expenditure	\$ 2,418.59
		2. For expenditure in year ending 30th June, 1909	10,432.54
			12,851.13
			\$83,233.97
		Balance being Profit	52,902.08
			\$116,136.05
			\$116,136.05

1909.	June 30th.	By Balance	\$52,902.08
-------	------------	------------	-------------

WINNIPEG, 10TH JULY, 1909. JOHN SCOTT, C.A. } Auditors  
W. H. BEWELL, }

### Balance Sheet as at 30th June, 1909

ASSETS.			
Advances on Bills of Lading and other debts due to the Company		57,444.68	
Investments		92,400.00	
Bank Stock and other securities at cost			25,992.94
Funds			
Cash in Bank as per Bank's Certificate	32,695.48		
Less Checks unrepresented at 30th June	6,702.54		
		\$25,992.94	
Grain Exchange Seat and Traders' Building Stock			3,037.00
Office Furniture, Fixtures, etc.	2,446.23		
Less Depreciation, 10 per cent.	244.02		
			2,201.61
LIABILITIES			
Accounts due by the Company			\$3,833.53
Trade Accounts	\$3,721.43		
Calls paid in advance	60.00		
Shares Suspense	52.10		
		\$ 3,833.53	
Capital Stock		\$181,076.25	\$ 3,833.53
Authorized Capital, 40,000 Shares of \$25.00 each			\$120,708.00
Subscribed Capital, 7,558 Shares of \$25.00 each		\$1,000,000.00	
Of which there has been called up 70 per cent., or		188,050.00	
Less Calls in arrear		152,265.00	
		11,537.00	
		120,708.00	
Profit and Loss Account			56,554.70
As at 30th June, 1908	\$30,190.24		
Less Disposed of in payment of Dividend for year ending 30th June, 1908	26,557.02		
		\$3,632.62	
As at 30th June, 1909, as per separate statement		52,902.08	
		\$36,554.70	
		\$181,076.25	\$181,076.25

We beg to report to the Shareholders that we have examined the above Balance Sheet and relative Profit and Loss Account with the Books and Vouchers of the Company, and in our opinion the Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs, as shown by the Books of the Company. We have also verified the securities held as investments.

WINNIPEG, 10TH JULY, 1909. JOHN SCOTT, C.A. } Auditors  
W. H. BEWELL, }

## Farmers! Attention!!

Being a practical grain man from the United States, I would like to correspond with responsible farmers regarding the building of an elevator at your point. I am prepared to furnish part of the capital to assist you in this undertaking. Write me at once, to

**CLAUDE TERWILLIGER**

**CALGARY**

**ALTA.**

# \$1000 IN GOLD TO BE GIVEN AWAY

Appreciating the great interest being taken in the Guide throughout the West, and the readiness with which our readers are lending us their assistance in making the Grain Growers' Guide the foremost paper in the country, as evidenced by the rapid growth of its circulation, we are offering **\$1,000** in Gold, as prizes in a Subscription Contest, to commence July 15th and close on the 15th of December next. The competitors will be divided into four classes, and prizes awarded as stated below.

**1st Class.** Men or Boys over 15 years of age.

**2nd Class.** Ladies, or Girls over 15 years of age.

**3rd Class.** Boys under 15 years of age.

**4th Class.** Girls under 15 years of age.

	1st Class	2nd Class	3rd Class	4th Class
1st Prize -	\$55.00	\$55.00	\$40.00	\$40.00
2nd Prize -	50.00	50.00	35.00	35.00
3rd Prize -	45.00	45.00	30.00	30.00
4th Prize -	40.00	40.00	25.00	25.00
5th Prize -	35.00	35.00	20.00	20.00
6th Prize -	30.00	30.00	5.00	5.00
7th Prize -	25.00	20.00	5.00	5.00
8th Prize -	20.00	20.00	5.00	5.00
9th Prize -	15.00	15.00	5.00	5.00
10th Prize -	10.00	10.00	5.00	5.00

Everyone entering into the competition and sending in five or more subscriptions will be paid a percentage of the amount they collect, whether they win any of the above prizes or not, giving them the opportunity of more than doubling the amount of the prize won. By this means you get paid for your time besides having a chance to be among the winners. Send us your name and age; we will place you in the list you are entitled to compete in and send you sample copies of the Guide and regular receipt forms to be used in taking subscriptions. Start today and be a winner.

### SUBSCRIPTION PRICE \$1.00 PER YEAR

Regular Paid Subscription Agents of the Guide are barred. Address all communications to "COMPETITION DEPARTMENT."

## THE GRAIN GROWERS' GUIDE

275-7 SHERBROOKE ST. - WINNIPEG, MAN.





# THE GUIDES' MAILBAG



SELECTIONS FROM A MASS OF CORRESPONDENCE RELEVANT  
TO THE PURPOSES OF "THE GUIDE"

## Thinks Government Ownership a Duty

To the Editor, GRAIN GROWERS'  
GUIDE

Dear Sir,—If you will allow me a little space in your valuable paper, I shall endeavor to express my views in relation to that most vital and important question of the day pertaining to Western Canada—"The Government Ownership of Elevators."

The petitions which have been circulated everywhere throughout the three provinces, Manitoba, Saskatchewan and Alberta, and signed by the farmers from the Eastern boundary of Manitoba on the east, to the summit of the snow-capped Rockies on the west, asking the Government to take over, own and run the elevator, is an epoch which marks the advent of the greatest economic and political movement ever written in the annals of agrarian history. This giant petition for the Government ownership of elevators voices the sentiment and the earnest desires of more than a hundred thousand farmers who have been victimized by the exploitations of capitalistic combines for years, and who wish to ameliorate their present conditions. The farmers are now beginning to realize their importance, and through their organizations are endeavoring to do something for themselves.

This burning question of the day—Government ownership of elevators—has been handed to the premiers of the three provinces in the form of a monster petition, and the outcome of this great economic and political movement is being watched with great interest by people of every nationality all over the civilized world, and should it be brought to a happy and logical consummation, it will ameliorate the existing grievances of the farmers to a very great extent, and strengthen the economic solidarity of Western Canada.

This great burning question of the day—Government ownership of elevators—has been discussed "pro" and "con" in all its different phases and bearings, in the February number of the GRAIN GROWERS' GUIDE. In the letters addressed to the GUIDE, the Premiers' reply to the

solicitations of the farmers has been somewhat criticized and not without just reason. In these letters, the writers are invariably of the opinion that the reply of the Premiers is a diplomatic manoeuvre on their part so that they may gain time, that they may not act too hastily in such a stupendous undertaking. It must be admitted the Premiers are up against a very complicated problem. The dictates and behests of capitalism on the one hand and the petitions, solicitations and desires of a hundred thousand farmers on the other hand. Gold has been the means of corrupting judges and bribing juries and the dominating influence of capitalistic combines have in past ages, on many occasions, been the means of polluting the halls of legislation, but it is admitted that the moral tendency of the political arena of the present day is happily on the improvement for the better, and the day is not far off when we shall have a Democracy—a Government by the people and for the people. I sincerely believe that the Premiers feel deep down in their hearts that this Government ownership of elevators is the only panacea to ameliorate the grievances that the farmers have so long been subjected to, by speculators on farm produce, and that they will, in the near future, see their way to bring this great scheme to a happy consummation. Legislators are getting to be more and more in favor of Government ownership of elevators. In Alberta we have the creameries, the telephone system and the hail insurance policy, owned and run by the Government, which is acknowledged by everyone to be conducted on a more economic and substantial basis than they would be if operated by private concerns.

Then there is municipal ownership of street cars, gas plants, and electrical plants in our cities, which go to show that the people are in favor of Government ownership of the important enterprises and industries. Some capitalistic papers advocate that the Government ought to appoint commissions throughout the three provinces to look after the interests of the farmer and to see that he receives

equitable value for his grain, from the speculators who buy the produce from him—the commission to be elected to hold office for life.

Why not take over the elevators by the Government, especially when the farmers who raise the crops so earnestly desire it, in preference to paying thousands and thousands of dollars every year to men to compel capitalistic combines to pay the farmer a fair and equitable return for his crops, which amount will largely have to be paid by the farmers in the form of taxes. I might here make the statement that it is too well known that when the speculators have cornered the supply of wheat and made it into flour they charge the people double what the farmers receive for their wheat.

Even centuries ago, when the world was brutalized by the most fearful oppressions, it was a crime to speculate in the bread of the people—but this will continue as long as private ownership continues. When the public owns the elevators and mills, there can be no speculation in any cereals raised on the farm. Then you will not see great mansions and palaces rising in the cities on the spoils taken from the producers. Speculation and exploitation are only possible when and where the things used to produce and distribute are privately owned. You can see readily that if the elevators and mills were public property that no one could speculate on grain, and that all the thousands of millions that every year are gathered in by the schemers would remain in the hands of those whose labor had actually produced the wealth. There is no sense in regretting and bewailing

## GUIDE SUBSCRIPTIONS

The "Guide" will give away FREE one 'Bell's Compendium' to every party who sends in two subscriptions for the "Guide" accompanied with Two Dollars (\$2.00).

'Bell's Compendium' is a handy book, which shows all the Railway rates on grain, the storage and cleaning charges at the terminals, the rules as to getting a re-inspection for grades, etc.

Be sure and mark on the subscription sent in the words 'Bell's Compendium.'

the lowering of wages and the raising of prices so long as you vote to continue the private ownership of public utilities. You have the private ownership of things now and you have the exploitation. One naturally follows the other. You must be stupid if you cannot see the connection between the Cause and Effect. I would like to impress upon the farmers of Western Canada that it is for their own sake and for the sake of their wives and little ones that they ought to keep right after the Government for Government-owned elevators, and in time their requests will be granted.

The Government has already promised the farmers of Alberta the Government packing plant, and it is sincerely hoped that it will look seriously into the elevator problem. The Premiers in their reply to the farmers stated that the Government would have to create a monopoly; in other words, it would have to pass a law prohibiting any private enterprise to compete with it handling grain, and this monopoly would conflict with the British North America Act and the bringing about the consummation of the scheme is at the present time hardly practicable.

I see no reason why the Government should have to create a monopoly by enacting a law that will compel private corporations to

discontinue in the buying and handling of grain and sell their plants and equipments to it. If these corporations have been making immense profits out of the husbandman and using their predatory wealth for the exploitation of the toilers of the soil, as has been clearly demonstrated, why should the Government be afraid to embark on this enterprise against all competitors?

If the Government runs the elevators at cost surely no private concern would be able to compete with it in the handling of grain. They would soon sell their plants to the Government. A striking illustration of what has actually happened is verified in Alberta, in which the Government took over the telephone system and it has now absorbed the Bell telephone system. Besides, there are the creameries throughout the country, and this does not hinder private ownership of creameries. I believe I have said enough to convince every farmer who reads this letter that the possibility of Government-owned elevators is not only practicable but that it is the duty of the Government to make preparation for the carrying out of such a scheme at an early date, especially when it has been asked for by the citizens, and see its way clearly to comply with the desires of the farmers of the West. Then

will the great men at the head of the Government and the leaders of our farmers' associations, who have been promoters in this great economic emancipation movement, go down into posterity as Philip Lovejoy and Garrisons.

Yours truly,  
Kingman. J. FLETCHER.

### Wealth Distribution

Editor, GUIDE:

Sir,—The complaint of the Grain Growers is that those who produce wealth are not wealthy, while those who produce not, have abundance and to spare—and they keenly feel that these two classes are somehow related to each other—that what the few get without earning, the many must earn without getting. This is the sum and substance of what the farmers feel is hurting them.

Of course they do not see how it is done. The process is one not to be detected by the physical eye, but the eye of Reason can easily understand it—and Providence gave reason to human beings to enable them to think out how it is done—how one man can get thousands or millions of dollars of other people's earnings into his pocket, and do nothing himself to deserve it.

Farmers must know by this time that "hard work" and "big crops" do not make them rich. They must also see that our so called Agricultural Colleges, Professors, Lecturers, etc., are not going to help them out of the mental fog that envelopes them. And surely it is not necessary to tell them that the last thing our Ministers of Agriculture want them to see is the secret methods by which they are robbed of their crops every year.

Farmers must think for themselves—must pay no attention to the "lo here's" and "lo there's" but must know what they want, and then how to use their political power to get it. To do this, they must understand Political Economy as thoroughly as they do their A.B.C.

"Knowledge is power," and those who are fleecing people "know" that is the secret. They "know" while their victims "do not know." To those who want to know, and who can think for themselves, I will send free, prepaid, on receipt of six cents, in stamps, three copies of the famous "Single Tax Catechism."

It shows how multi-millions are taken out of the farmers year by year, and nothing given back in return. How farmers can save these millions to themselves, then when they have secured these millions

### CONSTRUCTION

The "Wizard" Portable Grain Elevator is built any height, standard 18 ft. leg.

Grain is elevated by cups and conveyor by worm screw.

Mounted on skids, but can be operated on wagon or trucks.

Hopper swings back out of the way for wagon.

Leg swings down when moving and rests on frame.

Spout can be swung in any direction, or up or down.

### The "WIZARD" Portable Grain Elevator

WILL SAVE ITS COST  
IN ONE SEASON

It is a back saver, time saver, money saver

It will save 3 men's time and two teams at least

Our Prices  
Are Right

Load your own cars and save money—  
can be operated by Horse Power or  
Gasoline Engine



This cut shows Elevator mounted on truck, with leg up and hopper ready to receive grain.  
Write for prices and terms.

The Harmer Implement Co., 142 Princess St., Winnipeg





maybe they can see where they can save many millions more. "Heaven is not reached at a single skip," so it may be that farmers must press on, step by step, till they are allowed to keep that which is their own.

Joseph Fels, a millionaire soap manufacturer of London, England, is donating his vast income to spreading the Single Tax idea throughout the world, so should not farmers, especially Grain Growers who are striving for better conditions, make an effort to look into this idea and see how it would affect their interests.

Let us take Lincoln's advice: "If we could know where we are, and whither we are drifting, we could then know what to do and how to do it." That is the point, "where we are and whither drifting," and the Single Tax idea will be the farmers' compass in reaching the desired haven.

Box A Yours truly,  
Plumas, Man. READER.

**Terminal Elevator**

The Editor, GRAIN GROWERS' GUIDE

Dear Sir,—Some time ago I noticed that the Scottish Wholesale Society was preparing to build a number of initial elevators at various points throughout the West.

Would it not be better for them to co-operate with the Grain Growers Grain Company in the matter of building a terminal elevator? The co-operative seller would thus be brought closely in touch with the largest of co-operative buyers. Should the Scottish Co-operative Wholesale Society build a line of elevators throughout the West, they might be able to purchase street wheat cheaper than wheat purchased through a commission firm in car lots, but would also be obliged to put that wheat in the existing terminal elevators, where it would lose its identity, as they would have to draw their shipments from the public bins.

By owning their own terminal elevator and co-operating with a corporation of farmers such as the Grain Growers Grain Co., they would be able to ship the best of the wheat direct to their mills without having it mixed with lower grades as it would be unless some change can be made in the existing terminal elevators, as we have seen in the GUIDE that more high grade wheat leaves the terminals than that received, and low grades vice versa.

It is the having so much wheat to choose from that gives the large Western mills the advantage over their Eastern competitors.

It will be to the mutual advantage of both the Western farmers and

their co-operative friends in the Old Country that they look out and beat the large Western millers at their own game.

Yours truly,  
Roblin, Man. W. R. SCOTT.  
Sec., Roblin G.G.A.

**Meeting at Macdowal**

Editor of the GUIDE:

A number of the more enterprising farmers of this district met at the school-house here Monday afternoon, June 7th, to listen to an address by Mr T. W. Knowles, of Emerson, Man., in the interests of the Grain Growers Grain Co.

Mr. H. J. Moberly occupied the chair.

Mr. Knowles began by giving a synopsis of the history of the Grain Growers' Association, its origin, growth, purpose and its particular benefits to the farmers of every locality, showing clearly that every farmer is serving his own best interests by becoming a member and thus aiding the cause.

The speaker showed the great work yet to be done—the establishment of a sample market in lieu of the present grading system, also the establishment of Government ownership of elevators, which would remove the storage facilities, both local and terminal, from the hands of the elevator companies

# THE PROVINCIAL MUTUAL HAIL INSURANCE CO. OF MANITOBA

INCORPORATED 1891

## THE OLD RELIABLE

STRICTLY A FARMERS' COMPANY  
MANAGED BY FARMERS ONLY

### DIRECTORS FOR 1909

W. F. Strrett, Farmer, Glendale, President  
Jas. Riddell, Farmer, Rosebank, Vice-Pres.  
W. H. Bewell, Farmer, Rosser  
W. W. Hays, Farmer, Oak River  
T. T. Lennox, Farmer, Melita  
T. E. Hill, Farmer, Nings  
C. J. Thomson, Farmer, Virden,  
Manager-Secretary-Treasurer

### HEAD OFFICE:

291½ PORTAGE AVENUE  
WINNIPEG

## SEASON 1909

Have been doing Hail Insurance business for the past eighteen years.  
Have paid the expenses and all losses in full in fifteen of those years.  
Have no liabilities.  
Pay to the extent of six dollars per acre for losses, and for partial losses proportionately.  
Cost 25c. per acre or less, according to the loss claims.  
In seven years the full amount of the Premium Notes was not called.

### ECONOMICAL MANAGEMENT

HONEST APPRAISEMENTS and  
SATISFACTORY SETTLEMENTS

**INSURE WITH US AND FEEL SECURE**

as existing at present. He showed that legislation would not or could not accomplish the required result, and that the only way in which it could be done was by the co-operation of the farmers themselves.

He then gave an interesting and instructive account of the Grain Growers Grain Co., its origin, its growth, its struggles and its work, and showed conclusively that individually the farmers were at the mercy of the grain men, but collectively as a body, such as the Grain Growers Grain Co., the farmers could control their own business.

He urged on them the necessity of aiding the Company and showed how that every car of grain sold to any other company was simply a boomerang which flies back and hits the producer.

The large attendance and the earnest attention accorded Mr. Knowles showed unmistakable signs of an awakening of the farmers to a sense of their responsibility.

They have long felt that something should be done and Mr. Knowles gave them concrete ideas of what that something was, i.e., join the Grain Growers' Association, become a member of the Grain Growers Grain Co., dispose of their grain through said company, and subscribe to the GRAIN GROWERS' GUIDE.

Yours truly,

D. L. FITZPATRICK  
Macdowall, Sask.

### Errors of Socialism

Editor of the GRAIN GROWERS'  
GUIDE

Dear Sir,—Our paper has contained different articles written from a Socialistic standpoint, and I would like to state the case for the other side.

Socialism's fundamental error lies in proposing to remedy evils from the wrong end. It assumes that

the adoption of a more elaborate and grandmotherly system of Government will cure all our ills; whereas we know that improvement can only come from within as a result of improved character in the individual. Our trouble is not caused by the system of Government or the present social order, but the lack of capable, conscientious men who truly realize and discharge their whole duty. Rights and liberties are ours without limit, but it rests with us to appropriate them and live up to them. If we do not yet enjoy ideal conditions, it is entirely the fault of our own lack of initiative and vigilance. We need not a vast machinery, but a living spiritual force in the hearts of men. This may be gained through the Son of God, who came to bring us into right relations with the Father. Anything short of this spells failure—a failure for which man is all to blame. We forsake the fountain of living water to hew us out cisterns that will hold no water. Without such divine power Socialism is unworkable; granted such power, Socialism is entirely unnecessary.

Socialism offers to deliver us from many small burdens by imposing on us a cast-iron officialdom which, rising grade on grade, would bring about the absolute and all-pervading domination of the political boss. Matters of trade, which are now automatically regulated, would have to be artificially adjusted at a greatly inhuman expense. The destruction of private ownership and the natural rewards of superior merit and ability would remove the chief incentive to successful, whole-hearted effort and would make office-holding the only remaining avenue of ambition. Socialists claim to be deeply concerned with public welfare, yet they look with disfavor on the betterment of social conditions by any other way than their own for fear that men may be contented with something less than the revolu-

tion they aim at.

Socialists pose as scientific, while employing the methods of agitator and demagogues. Why pretend to be philosophers and yet appeal unfairly to passion and class prejudice? We read of Socialists in England last winter in a time of distress inciting the unemployed to riot, and urging them to rush the bakers' shops. Had the hard-working bakers no rights? Surely it is well known that some cannot and will not be bettered, and that we workmen in all civilized countries waste enough on drink and vice to provide comfortably for all. Let such wrongs be righted before venturing on impractical schemes. We are told that German and other nations, who, however admirable in many other respects, have not yet grown to political manhood, take naturally to Socialism. Does it not seem incongruous for such people to press their fine-spun fancies on us, who have moulded the modern world by free institutions which are the crown of human achievement?

Socialism is not making the advance it claims. They received about one-half of the vote they confidently predicted in the late U.S. elections. Eight Socialist candidates who ran in the communistic city of Glasgow were all defeated. With the movement is associated so much that is Godless and destructive that men are alienated by the thousand. For instance, Mr. Blatchford, one of the English leaders, has declared that Christianity is in the way of Socialism and will have to be destroyed. In a letter written to the "Appeal to Reason," a Socialist related how they had ceased teaching their children "good" and "right" and "holy" and now taught them the distribution of wealth, etc. Such training is naturally reflected in the deeds of the little rebels who tore down the portraits of Washington and Roosevelt in their school-room.



With our regard for the sacredness of the marriage bond, we cannot but be disgusted with pleas for unions, dissolvable at will, and State maintenance for the unhappy offspring. And while we recognize the hurtful nature of monopolies, etc., we should also like to see expressed in their papers a proper sense of abhorrence at the outrages of strikers and the deeds of such as slew Governor Strunenburg in the discharge of his duty.

Respectfully yours,  
Prosperity, BERT TALMAY,  
Sask. Sec., G.G.

### The Guide's New Home

THE pressure of other articles crowded out from our June issue a short description of the new plant of The Public Press Limited, 275-277 Sherbrooke Street, Winnipeg, a new publishing house from which the JUNE GRAIN GROWERS' GUIDE was about the first work sent out. The offices of the GUIDE will henceforth be in the Public Press building and we extend a cordial invitation to any and all of our subscribers to call on us when in Winnipeg and see how their favorite paper is made ready for distribution throughout the country.

While not on quite as large a scale as some of the older established concerns, the equipment of the new company has been carefully selected with an eye to endurance and efficiency in turning out the very best class of printing, their motto being "Superior Printing."

The GUIDE will be printed on a large Meihle press, which should ensure its future uniformity of appearance and general style. A battery of Colt's Armory and Chandler & Price Gordon Presses will handle the smaller work. In the bindery are Monitor stitching and numbering machines, a Rosback perforator and a Portland Multiple Punching Machine, together with other bindery requisites. All paper is cut with a powerful Seybold 20th Century Cutting Machine, and every machine in the office has its individual motor equipment. The Lanston Monotype Co.'s type-setting machine, which casts type in individual letters and sets it ready for printing, has been installed, some of the latest improvements on this machine being used here for the first time in Canada.

With the exception of the Monotype outfit all of the above equipment, together with type and cabinets, imposing stones, forme racks, etc., was furnished through the Winnipeg branch of the Toronto Type Foundry, under the management of Mr. H. J. Hardie.

### LECTURE BY MR. KNOWLES

Editor, GRAIN GROWERS' GUIDE.

Dear Sir,—Having being notified by circular that a lecture would be given at the Town Hall in Lumsden on the marketing of grain and all its ramifications on June 18th by Mr. Kennedy, a few of us were present. Those that were absent missed a very instructive speech.

If we missed anything on account of Mr. Kennedy's absence, he must be a very able man, for his substitute, Mr. Knowles, certainly seemed very much at home with his theme.

His contention that the Government should control transportation of grains, also that they should own one-third of the internal elevators and all the terminals, and appoint weighmasters to look after the whole business, was forcibly presented and supported by sound argument.

His explanations of how the Grain Exchange took advantage of the producer on the street, in weight and in grade, were lucid.

He also showed us why the grain shipped to the European market does not fairly represent our wheat. His arguments for the Government ownership of elevators, the control of transportation so as to preserve the identity of our wheat, the appointment of weighmasters uninfluenced by politics, and the injustice in street price were all convincing, and his answers to questions were pointed and satisfactory.

If the farmers would strive together for their rights, they could have justice and fair play.

We would be glad at any time to have a visit from any of your representatives, and hope a larger audience (it could not be more appreciative) will greet you next time.

Yours truly,  
GRAIN GROWER.

### DEPRECATES GRADING SYSTEM

Editor, GRAIN GROWERS' GUIDE:

Dear Sir,—On Thursday evening, the 17th, at St. James' Hall, Condie, a number of farmers from Condie and Tregarva had the pleasure of listening to Mr. Knowles, of Emerson, Man., a prominent member of the Grain Growers' Association. Mr. W. C. Cullum occupied the chair, and Mr. R. V. Blackburn was elected Secretary for the evening. The Chairman opened the meeting with a few remarks and then introduced Mr. Knowles as the speaker for the evening.

The speaker started by showing the importance of Government storage facilities and how the Government should own one-third of all storage in every town or farming community.

He then went on to show how North-West America was the only wheat growing country in the world that used "grading" instead of the "sample market." The speaker showed the "advantages of the sample market" over the "grading" system, and proved to the listeners what a great disadvantage and loss it was to the Western farmers. Continuing, Mr. Knowles outlined the important work the Grain Growers Grain Co. was doing for the farmers in the three Western provinces, and encouraged the farmers to hold together and all take shares in the Grain Growers Grain Co., and also to form small associations of the Grain Growers in all the districts in which they were not already formed.

In conclusion, Mr. Knowles invited all farmers to ask questions, the privilege which a good many present availed themselves of. The speaker answered the questions squarely and manly, and only

as a man can do who has a thorough knowledge of the workings inside and outside of the Grain Growers Grain Co.

A very hearty vote of thanks was tendered to the speaker for the very interesting evening, and able mannered way in which he handled the very important subject. A large number subscribed to the GRAIN GROWERS' GUIDE and will thereby gain thorough knowledge and keep in touch with farmers' associations.

I am sure if Mr. Knowles or some other speaker were to visit Condie this winter they would receive a great reception.

Yours truly,  
Condie ONE WHO WAS THERE.

### MORE ABOUT THE DOWER LAW

To the Editor,

Dear Sir,—I have read your GUIDE—nearly every item in every copy—since its first issue; from Mr. Partridge's splendid elevator scheme to Mr. McKenzie's superb route of the railway men at Ottawa re discrimination in cars and freight rates.

Among the products of such intellectual giants, imagine one's surprise to find the feeble utterings of men like "Saskatchewan Farmer," and "Mere Man," both writing against the Dower law.

Let me take "S.F." first and deal with a few of his choice fictions. Women do not "lay claim" to the half of the husband's property; women lay claim only to their own share, to their own property, which the husband has appropriated (as will be shown later) with the aid of the law, which law the husband made without the consent of the wife. "S.F." asserts that "the farmer is well-fixed, having horses, implements, cattle, house, farm, etc., before taking a wife."

We will admit that often—not always—the farmer has a homestead and pre-emption, which he gets from the Government or the law, for the stupendous sum of ten small dollars, and the same fatherly law (or from the woman's point of view, step-motherly law) which gives to the man half a section of good land, refuses to give the equally worthy woman a single rood; and in the face of this inexcusable partiality, "S.F." and his ilk, have the impudence to cast up to women that men have land and women have none.

A pioneer in the West, farming for nearly a quarter of a century—I know I speak within the mark when I say that not six farmers in a radius of one hundred and fifty miles—had at the start, clear of debt, the outfit of horses, cattle, implements, house, etc., that "S.F." speaks of. The only thing the farmer had clear was the farm, which, until patent was obtained, the law prevented his involving (and the moment he could involve it, he did so, and then the paralyzing life-enduring struggle of the wife began—to get clear of debt again.

It follows that all the farmer really earned was earned by the joint efforts of the wife. To further stultify his erroneous contention, if one can grant so much logical sequence, "S.F." practically takes the ground that a farmer's earning capacity ceases at marriage—he earns nothing after marriage, therefore the wife earns nothing, therefore she should get nothing. If honest "S.F." would consider the farm and outfits simply the plant, the factory if you like, which requires constant and expensive renewals and unceasing toil and vigilance that profits may annually accrue, by far the heavier burdens of which toil falls to the wife's share. In season and out, rain or shine, early and late, in and out of health, she labors incessantly, unpaid, unthanked, unprovided for. Well has Kipling said, when addressing the Canadian Club of

Winnipeg, that "not men but women have made this great West Land. Their patience, their self-renunciation, their labor, their faith and courage have made what is here."

But "S.F." has another idea. He indignantly repudiates the Dower law, as a "special and iniquitous levy upon farmers alone" and flies to the defence of that freakish view, with the characteristic quibbling assertion that the farmer's wife does no more work than does the wife of the doctor, the lawyer, the merchant, etc., and therefore is no more entitled to a dower. Hence, since these receive no dower, neither should those, and through this small hole would "S.F." escape—if he could.

In the civilized province of Ontario, a wife has a third interest in the real estate of the firm (wife and husband). Why is this not law in the West?

Are Western women not as trustworthy as Eastern? Do they endure less? Or is it that Eastern men are more manly, more just, more civilized than Western men? Those of them who remain East and continue to make the laws.

Really, Mr. Editor, the logic of "S.F." is unique. One minute he says "nearly all farmers treat wifey generously, and a husband is more liable to be liberal than if the law compels him," and "a wife is an erratic quantity," and "such a law would affect his credit and standing," and again, "forty-nine good men will be harshly dealt with, that one bad man may be brought to do justice." Now, how may a man evade what the law compels him to do? And how can it be shown that forty-nine good men "shall be harshly dealt with," when they are required to do only what they desire and intend to do of their own sweet accord, viz., divide with "wifey." And how can a man's credit be weakened by an act that "49 out of 50 good men" ("S.F.'s" figures) or 98 per cent. of all good men approve of and practice themselves?

The arguments(?) of "S.F." run like those of the liquor men who say it is in the interest of temperance to license the sale of liquor, there being more liquor drunk where there is no license than where there is, because men are so inherently lawless and pig-headed that they'll get drunk merely to defy the law.

"S.F." fervently deplores man's inability to "get a remedy" from "a bad woman," and desires a suggestion to that end. We admit he has "no remedy" because bad or good, a woman has nothing in this famed West of ours. Every rood of land, every chick the wife has grown, every industry of house keeping, every animal she has fed, every child she has borne, are his—he has her body and spirit, literally everything but her soul. Now, why not make that a marketable commodity and get after it as your "remedy." And there's the great Talmage who preached once about souls so small that "ten thousand could dance upon the point of a cambric needle." Was he, think you, alluding to the souls of such as—as—?

Would "S.F." or "Mere Man" like to enter a partnership with some other person, each to labor unceasingly throughout his life, living in semi-barbarous seclusion, standing back when profits came in, participating in nothing but actual necessities, the universal dumping ground for every complaint, bearing every blame of every loss, whether from worthless help or profitless deals, from excesses in liquor or neighbor's stock, but always laboring on, on and always, and at the close of this considerate partner's life to be the pitiable recipient of such charities as the partner may in his discretionary ill-humor choose to dole out, and the

## BE READY FOR HARVEST

NATURE will soon have done her part. If you are to receive the full reward of your year's labor, you must be prepared—to harvest your grain promptly when it is ready—to harvest it without waste—to do it with the least amount of labor.

A modern harvesting machine is indispensable. You cannot cut your grain the way farmers did a generation ago—and you cannot afford, when the grain is fully ripe, to be at the mercy of machines that break down or waste the grain. Do some thinking about the matter now.

You will want a harvesting machine next year and the year after, as well as this year.

Ask yourself whether the old reliable McCormick binder would not be a wise investment for you at this time.

You know that the McCormick binder has been the main dependence at harvest time for tens of thousands of farmers for as long a time as you can remember.

It is a machine that makes you sure of being ready for harvest. It gives you all your grain. It does it with the least labor. It enables you to harvest your crop in the shortest possible time. It handles grain in the down and tangled condition to as good advantage, at least, as any other harvesting machine in the world.

You cannot doubt the great and long continued service that a McCormick binder will give you. You have need for such a machine.

Will you see to making the purchase in time?

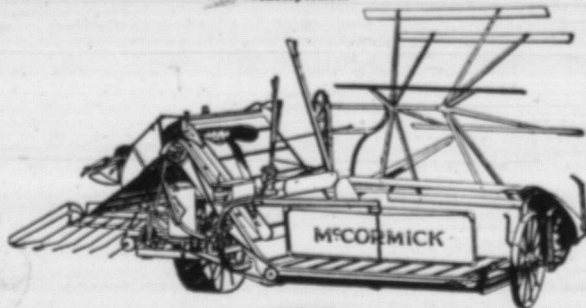
The McCormick binder is but one of a long line of famous McCormick machines and implements. Among them are:—

Mowers, Binder Twines, Tedders, Hay Rakes, Side Delivery Rakes, Hay Loaders, Sweep Rakes and Stackers, Disk Drills, Shoe Drills, Cultivators, Smoothing and Disk Harrows, Scufflers, McCormick agents also handle Gasoline Engines, Cream Separators, Hay Presses, Wagons, Sleights and Manure Spreaders.

Catalogues and particulars relative to the McCormick line may be had from any local agent, or write direct to the nearest branch house.

WESTERN CANADIAN BRANCHES—International Harvester Company of America at Brandon, Calgary, Edmonton, Regina, Saskatoon, Winnipeg.

INTERNATIONAL HARVESTER COMPANY OF AMERICA, CHICAGO, U. S. A.  
(Incorporated)



partner to be sole judge of the worthiness of "S.F." and "Mere Man," to receive anything at all?

Have you, in the course of your life, "S.F." or "Mere Man," ever yet met the man you would slave all the days of your life for, get nothing till he died, and then only what he chose in his erratic humors to give you? Would you do it? Yet that is what you ask women to do, and you want to combine that it will be impossible for her to do anything else.

A main feature of this dower question, which of course, "S.F." and "Mere Man" know nothing of is that hundreds of women who come to this country bringing sums of money very considerable, which are sunk in men's debts, in purchase of chattels, in land even, of all which the man is sole owner. He knows this. She does not (she was used to a law that gave woman part title). He tricks her through her faith. He simply and shamelessly defrauds her, and did he behave similarly to another man, would be promptly prosecuted, punished and compelled to disgorge. But the victim is "only a woman." Why waste honor or dower upon her? How many hundreds of Eastern women, yes, thousands, signed away their dower, when sales were made of Eastern homes to come West, the money being re-invested here (or squandered, mayhap) in the man's name alone, not in their joint names. The wives never saw a dollar or dollars' worth. Now, Western law does not prohibit a deed of

land being made in the name of both man and wife. It simply allows a deed to be made without the wife, and man takes prompt and universal advantage of the privilege to do so and leaves the wife in the lurch. How courageous man must feel, knowing that he owes his financial aggrandisements to having robbed his own wife!

Figure to yourself the spectacle of an able-bodied man hieing himself off to a registry office, on a couple of days' trip, leaving the wife with small children, alone on the prairie. She to herd stock, milk cows, feed pigs, and hold the fort generally, keeping, meanwhile, a windlass on her evaporating courage that she may not die of fright, but have things ship-shape on his return, and lo! his recompense to her for fidelity is to annex all the property to himself and register it in his own name.

Does he tell the wife of his bosom he has dispossessed her of land and chattels? Not so. This is the man's secret. It filters out piecemeal, however, as he recklessly defies her importunity when opposing him in a contemplated mortgage or other such matter. He "does not need her consent," and so the fraud is disclosed, and gradually this enlightened(?) wife permits a glimmer of the bald truth to filter to other wives and then there are other questionings and other shame-faced or brutal admissions, and then women wide-eyed and close-lipped, turn alone to face the solemn future.—

PIONEER.



# LUMBER PRICES GOING UP

## TO CONSUMERS

Just as soon as the Retail Lumbermen's Combine succeeds in driving us and others out of business who are selling direct to farmers

Farmers when in want of Lumber, Lime, Cement or other Building Material or Fence Posts, send us your specifications for prices for delivery at your station. We ship direct from the mills at wholesale prices. Can give names of many to whom we have shipped as references, also Bank references, and on equal terms give us your orders, thereby maintaining healthy competition.

## McCOLLOM LUMBER CO.

14 TRADERS BANK, WINNIPEG, MAN.



ECONOMY GRAIN CLEANER

## THRESHERMEN!

— THE —  

# ECONOMY GRAIN CLEANER

is something you are very much interested in knowing about. This machine can be easily attached to any Threshing Separator. It is the only machine that has proved a success. It will handle 5000 bushels of grain in ten hours. IT WILL RAISE THE GRADE AND CLEAN IT TO PERFECTION.

**FARMERS!** Don't recklessly give away your profits to Elevator and Railroad monopolies, have your grain cleaned at home. Don't expect CLEAN PRICES FOR DIRTY GRAIN. If your grain is not cleaned at home somebody will have to clean it for you, and dock sufficient to pay for the cleaning. Why should you pay freight on screenings and dirt, besides having your grade LOWERED and then be DOCKED FROM 2 TO 5 PER CENT. STOP AND FIGURE WHAT YOUR LOSSES WOULD BE.

The screenings are valuable for feeding purposes, and the foul seeds can be used for fuel. Hundreds of thousands of dollars are lost to the farmers every year on account of freight and dockage. The monopolies get this profit that rightly belongs to the farmer.

IT IS TIME TO WAKE UP AND DEMAND that threshers shall equip their machines to properly clean the grain when it is being threshed. YOU ARE INTERESTED? Drop us a post card asking for booklet.

## THE MOOSE JAW HARDWARE CO., LIMITED

Manufacturers of  
 THE "ECONOMY GRAIN CLEANER"

Moose Jaw, Sask.

## Co-operative News

### MARKETS SHOULD BE STUDIED THROUGH EYES OF PRODUCER

#### Farmers Should Know Not Only Where Produce Comes From, But How Far It Goes

THE SELLING end of the farmer's business is the one which he essentially knows least about. This is a fact which compels him to work at a great disadvantage. After the great question of production, it is next in importance. It is somewhat like working in the dark, to go on producing goods from year to year, never knowing with any degree of accuracy, the probable market price which they will command when finished and offered for sale. How great an advantage it would be, if it could only be known, what the probable supply of each variety of farm produce would be, when ready for sale, and what the probable market price. In many lines this would be an impossibility, so long as crops are uncertain, and seasons cannot fail. But it is equally true that there is a great deal of knowledge which might be supplied to him, were an efficient system organized for obtaining it.

This should not be an impossibility in the case of dairy products. A force of experienced men could estimate with considerable accuracy the probable demand for the season, as well as probable supply, for the markets of the world, from all sources. This would put the dairyman in possession of information which would be very useful to him, in determining the character of his plans to meet it. He could know, in a general way, a great deal that would be of advantage to him, and which would mean profit, as well as a better supply of the things which the great consuming world would want the most.

In the case of pork production, the great unsettled question would find practical solution. If it is possible for packers to anticipate to some degree the immediate future of the trade, why not for the farmer? An example of the value of this is to be found in the condition of the trade in Denmark. It is possible that the commission now on the way to that country to investigate the bacon producing business will find nothing better to report than that the Dane lives close to the big markets and can study the situation through the eyes of the producer.

Experienced men could give information equally valuable regarding the marketing of export cattle. They could gather from existent conditions, from supplies of meat at storage, or in transit, the probable scarcity, or plenty, of the goods.

Packers, exporters and dealers in all lines of commodity can afford to spend large sums of money for inside information regarding the home and foreign market conditions. They cannot afford not to do this, for it is in this way that they protect themselves from loss, and ensure themselves a profit.

The fact that the market is studied through the dealer's eyes has new systems which work for him great gain. It is because packers have established cold storage plants, which will safely keep the heavy summer's yield of eggs, that eggs are now 17½c. and not 7c. or less per dozen. The scarcity of winter time is thus provided for and the farmer can market his season's surplus at a good price. Fresh meat on foot is a very perishable article. It requires food and care and money to keep it from spoiling. Fresh meat, after it leaves the cold storage room is about as perish-

able as cut flowers are. But fresh meat in the cold storage is a staple commodity, which may be sold for immediate or future delivery, to destinations near or far away. All this is true, because the packer saw the advantage of studying future market conditions, and preparing to hold his goods to meet them.

But the advantage would be still greater, could the farmer only be placed in a position to study the markets, or to have them studied more exhaustively in his own direct interest.—Toronto Weekly Sun.

#### Flagstaff's Farmers' Meeting

A SMALL crowd turned out to the farmers' meeting. The matter of co-operative buying of binder twine came up and a large order was placed. A great deal of important business is done at these meetings, and steps are being taken to form a district union to handle larger orders and to perfect organization. One item of business at the last meeting was a resolution to enforce the ordinance regarding bulls running on the range.—Flagstaff, Alberta.

See advertisement of John L. Watson Land Co. in another column. The big improved farm they advertise as being close to Winnipeg is a money maker. When in the city, call on Mr. Watson in the Union Bank Building and see his list of farms in Winnipeg district.

### Summer Grain Consignments

## H. D. Metcalfe Grain Co. Limited

Grain Commission Merchants

WE ARE grain specialists and can give you the best service obtainable and the highest price. Every car-load receives our personal attention. Take advantage of our long experience. The price of wheat is high. If you have grain to ship, now is the favorable opportunity to sell. Write us today for market prospects.

Liberal Money Advances on Shipping Bills

421 Grain Exchange, Winnipeg



## Bread, Science and Soil

**DO YOU** know that over 87,000,000 people woke up this very morning with an enormous appetite? This appetite comprises forty-seven states—all members of one great family—directed and guided by a dignitary of the commonwealth—the president of the United States. All of these people were hungry.

They needed bread—bread kneaded from pure flour by the soft hand of woman—flour milled from wheat—wheat grown in nature's soil, nursed, caressed and cared for by the brains plus the brawn of man. These people wanted butter to spread on their bread—good potatoes and wholesome meat to go with both. If by any means these supplies were cut off, these people would starve and life would become extinct. The man who satisfies this enormous appetite and feeds the hungry is the farmer.

Science has done a wonderful work for agriculture. The 2,000 trained men employed by the nation have wrestled with important and weighty problems affecting the soil and through hard and noble efforts have achieved results computed to be worth millions of dollars to the American farmers. These scientists have taken the grain from the earth—placed it under the microscope and with a careful and conscientious eye have determined the productivity of it—whether it will grow wheat better than oats, oats better than barley or barley better than corn.

Prophetic minds have unfolded the thought—that some day that grain of soil will be the equal in value of the grain of gold washed from the stream or dug out of the earth. Besides the unfolding of these truths and the practical methods they have suggested to increase and remedy production—these men have examined the foods you eat and the drugs you use. They have, through the press, the government and the spoken word, informed you whether the food you raise to your mouth is pure or adulterated—the drug you use contains poisonous or harmful ingredients. Their task has been difficult—their mission manifold. The great work the scientists have done in the development of the soil's resources cannot be too highly praised or appreciated. His efforts cannot be crowned with too much success. He needs every encouragement from citizen, state and nation.—Chicago Co-operative Journal.

## A Further Movement in Co-Operation

**T**HERE are some thirty-five co-operative apple growing associations in Ontario. It is not too much to say that the creation of these organizations has done more for the fruit interests of the province

## Annual Meeting of Farmers' Organization Held at Davidson

Davidson, Sask.—At a largely attended meeting of the Farmers' Co-operative Company, Limited, which concluded its deliberations this afternoon after a two days' session, the following were elected officers for the ensuing year:—

President, Franklin I. Reber, Girvin; Vice-President, John Evans, Nutana; Secretary-Treasurer, W. A. Hazelton, Girvin; General Manager, W. J. H. Traynor, Davidson. Executive Committee, F. I. Reber, W. J. H. Traynor, W. A. Hazelton, J. M. Stowe, Davidson, and J. A. Andrews, Girvin.

Reports from various sections of the province show the co-operative movement to be rapidly growing. The prevailing sentiment showed those present to be in happy accord with the Grain Growers' organization in their demand for government ownership of elevators.

## Lady Aberdeen on Co-Operation

**T**URNING to the Irish industries in which Her Excellency, as the wife of the Lord-Lieutenant, has always taken such keen and practical interest, Lady Aberdeen said that the country was beginning to go ahead very nicely, more especially in agricultural industries,

than any other movement undertaken in connection therewith. By co-operation in buying the cost of packages, spraying appliances, etc., has been very largely reduced and by the adoption of the same system in shipping and selling the returns obtained have been greatly enlarged. More important still is the improvement in quality of output which has followed as a result of more thorough care of the orchard and greater skill in packing.

It is now proposed to link all these local organizations together in a sort of federal union? Each subordinate association will, if the scheme under consideration is carried through, retain control of its own local affairs, but all will be united for the promotion of general interests. The saving by buying supplies for thirty-five organizations in one order, instead of for each local association separately, ought to be as great as that already effected by substituting local association for individual buying. By unity of effort in marketing, again, a more systematic distribution of fruit can be arranged for, thereby avoiding a glut at one point and famine at another, and a greater degree of excellence in grading and packing should be attained as well.

The new movement is deserving of encouragement, not only because of the objects immediately in view, but as part of a general tendency towards the development of a spirit of co-operation among farmers along all lines.—Toronto Weekly Sun.

## BINDER TWINE

The Pioneer Manilla Binder Twine is of best quality and has given splendid satisfaction. Our price:

Pioneer Manilla, 550 ft., \$8.85 per 100 lbs.

## MACHINE OILS

Castor Machine Oil	1 gal. tins	50c. each
" " "	5 gallons	\$2.00
" " "	½ barrel	30c. gallon
" " "	barrel	28c. "
Engine Oil	5 gallons	\$2.15
" " "	½ barrel	31c. gallon
Cylinder Oil	1 gal. tin	70c.
" " "	5 gal. tin	\$2.85
" " "	½ barrel	48c. gallon

\* These Oils are of the highest grade. Guaranteed satisfactory.

**McTAGGART-WRIGHT CO., LTD.**

263 Portage Avenue, Winnipeg

upon which Ireland must always depend.

"There is a great deal of co-operation amongst the farmers; that is due in a great degree to Sir Horace Plunkett and those working with him. The Department of Agriculture, too, is taking up the matter to quite an extent. There is a great movement towards technical education in all ways. The last three years the increase of Ireland's exports of eggs and poultry has been £250,000 sterling, each of the years. That little fact tells us how that industry has gone ahead. Imports and exports are both increasing."

# Comments on Current Events

## Non-Producers

**T**HERE is no doubt but that there is too great a tendency for the people to flock to the towns and cities and that such tendency is having its effect upon the output of the farm. However, it must be remembered that there are so many large undertakings in the West at present in the way of railway building and local improvement in cities and towns such as the installing of water, etc., that employ so many men that would otherwise go to the farms. These undertakings are necessary for the life of the country. If railways are not built, the products of the farm cannot be hauled out, and the improvements in the cities and towns are essential to health.

After these undertakings are met to some extent, there is no doubt but that the products from the farms will show a noticeable increase. Farm labor has been, and is, scarce in this country, and this must be attributed to these undertakings.

There is a good deal of force, however, in the following article from the Toronto Mail and Empire.

Estimates of wheat acreage in the Western provinces are disappointing. The most favorable of them indicates an increase of about 20 per cent. upon the acreage of last year, and the least favorable indicates no gain at all. If the land under wheat in 1908 had been much more extensive than in 1907, and had this followed a long series of like increases, a 20 per cent. gain would have been very satisfactory. But so far from being large, the annual rate of progression has been quite small. It has not been at all commensurate with the growth in the West's population.

Since the beginning of the century, waves of immigration from Europe and the United States have rolled into our prairie country every spring. If all the men thus added to the number of the West's inhabitants were efficient farmers, the expansion in the wheat producing area would have been quite 50 per cent. greater than it has actually been. The West has been building up towns and cities at a stage in its development when it should be rather spreading out more settlers upon its fertile fields. Great urban communities were bound to come, and the country could better afford to deter their growth than to hasten it at the expense of the agricultural progress. The prosperity of that great region of the Dominion has had some attendant disadvantages. Money for a time was made in land speculation and thousands of those who went to the West were attracted solely by the opportunities for increasing their means by this variety of enterprise. On all hands one would hear the praises of the prairie country sounded as a place for getting

rich quick. With a little money many a man has made his fortune there. Every winner had his home circle of friends ambitious to rival his career, and many trooped into the country with no intention whatever of adding to the production of that general wealth in which they were seeking to share. Of course the actual tillers of the soil to whom land was sold at prices returning a big profit to the speculators must have been able to buy. But how many of these who went into the country with the desire and purpose to carry on farming found the price too high and gave up their farming plans. With their slender means they could not buy land in settlements served by the railways and they were not venturesome enough to trust to the cheaper lands in remoter districts. They consequently fell back upon the towns. Those who did pay high speculative prices and helped to enrich unproductive "boomers" had so much the less to spend upon their properties and in the carrying on of their business. Less was left to lay out on their farm buildings, wire fences, implements, live stock, etc. Consequently, the general commerce of the country was lessened in the same measure as the speculators were benefitted. Manufacturers and merchants of all kinds would have got the money that went to the speculators if a proper land policy had been established and maintained by the Government, and, of course, the commodities that would have been purchased from the manufacturers and merchants would have been the product of labor largely done in Canada. Further, the benefit of such expenditure would have gone directly to the farms, where the better building, better fences, better equipment, and consequent better farming would have been of great capital value.

In another way the Government is to blame for the fact that so large a proportion of the total population of the West is collected into towns and cities. People utterly unfit for agricultural industry and without productive utility in any line were induced, even assisted, to cross the Atlantic and make their homes in our Western country. The consequences of this bad immigration policy and of the bad land policy are beginning to show themselves. The effects would have been serious if the West had not been a country of great and easily developed resources.

## No Room For The Drunkard

**A** FEW decades ago it was common to hear of ability rendered comparatively worthless in many walks of life by alcoholic indulgence. In professional and industrial callings the lament for bad habits of the otherwise competent was frequently heard. Now the able man who drinks is seldom heard of, because his weakness speedily robs him of recognition and of any chance to demonstrate his abilities. There is no longer any room for the drinker, however able he may be. The great railway corporations have effected a complete change in the discipline of their employees in this regard. Railway services require minds keenly alert and watchful, and its demands are too exacting for those who are muddled by alcohol or wearied by past indulgence.

The rules have been gradually growing more strict, until now the men composing train crews on some of

R. A. BONNAR      W. H. TRUEMAN      W. THORNBURN

**Bonnar, Trueman & Thornburn**

BARRISTERS, ETC.

P. O. Box 223  
Telephone 766

Offices: Suite 7 Nanton Block  
WINNIPEG



# ATTENTION

**HOMESTEADERS!** Intending Homesteaders and Anyone Wanting Land should write us for particulars of plan that will enable them to secure it at Two Dollars per acre.

## MACMILLAN & VOLLANS

Grain Exchange Building

WINNIPEG

the leading systems must be total abstainers both on and off duty. The change prompted by the economic needs of the service has been found to lie in the direction of moral reform. The United States Steel Corporation has lately made a move in the same direction. At Pittsburg it has taken the form of restriction on the men with regard to leaving the works during the noon hour, but it is fully and clearly recognized as a restraint on the drinking habit. Whatever may be the motive of the great steel corporation, the result is in the line of social improvement, and promises ultimate benefits to the employees.

There are many influences combining to produce the change shown in the temperance rules adopted by employing corporations. The continuous agitation of temperance workers has created a strong sentiment against alcoholic indulgence. In all classes of society there is less toleration for such weaknesses and more appreciation of self-restraint. The laws of health and certain penalties for violation are better understood. There are also economic changes which weed out the weak and the incompetent more thoroughly. The pressure for employment is stronger. There are more men eagerly crowding for every opening.

We do not hear of the good engineer with the unfortunate habit of drinking, because there is a surplus of equally good engineers without such weaknesses. The occasional drinker, who at one time would have been reinstated again and again because of his ability, is now relegated to the permanently unemployed and unfit. Employers can afford to dispense with such men entirely. The railway corporations and other employing concerns are now in a position to weed out the undesirable. It is well that the pressure is wisely applied, and that the result will be a moral as well as a material benefit.—Toronto Globe.

### The Madness of Protection

IT IS superogatory to inform the gentlemen, who have been so busy in Washington in behalf of industries already over-protected and who are seeing to it that in a revision of the tariff their own products shall receive even greater protection than before, that they are sowing the wind to inevitably reap the whirlwind.

They are too astute not to be aware of this, but the probabilities are that they do not care. They are evidently under the impression that if they can succeed in getting just a few years of artificially stimulated profits, they can so fortify and buttress their gigantic

interests that, when the deluge comes, they can bid it defiance. Either they will be again able to thwart and checkmate the public through the efforts of subservient statesmen, or they will have accumulated sufficient gains to be indifferent to the future.

The demand for an honest tariff revision, expressed during the last national campaign, was undeniable and unmistakable. The whole country had sickened of the bloated and preposterous system by which trusts and combinations had been fostered and was determined to modify it. The task of doing the work was confided to the Republican party in good faith. It accepted the trust imposed upon it, apparently in like good faith. To say that the revision was to be upward and not downward is but a monstrous mockery and an impudent misinterpretation of the public will.

Immediately the work of tariff revision began, there flocked to Washington, in the old, pre-Roosevelt way, emissaries of the trusts, the semi-trusts, the would-be trusts, the monster corporations and all the corporate interests that believe their safety lies in high protection. Under an administration committed to a safe policy, they believed that their welcome would not be cold, and apparently they were not mistaken. Lickspittle senators and representatives, owing place largely to corporate influence, were ready and eager to follow their instructions.

It would have been the part of farsighted wisdom for these protected interests to realize the truth and proceed with moderation. They might have taken counsel together that, whereas the people wanted tariff revision, not up but down, it would be well to bow to the inevitable and willingly submit to a schedule that would enable them to meet foreign competition on a fair basis; they might have taken to heart the lesson so sternly administered by the preceding administration, during which the real temper of the people toward such corporations found expression in laws that went to the furthest extreme of rigor.

Never can the lust of greed, overweening, all-powerful, learn from the past to moderate its demands. Once the barrier was removed, back they rushed to the Nation's capital resolved to make up for lost time; not only by preventing reductions but by securing further protection. The result will be a tariff bill which will out-Herod Herod. It will be the supreme test of the President's character, when it comes to him for signature and he will have the alternative of defying and ignoring the obvious will of the people by signing it, or breaking with his party's leader by refusing to sign.

The protected interests had no business to place the new President in such a predicament. Either horn of

the dilemma presents the possibility of party disruption. If he vetoes the bill, the work of the session will be lost and a deep and destructive issue will be created between the President and his party; if he signs it, he will inevitably doom the Republicans to defeat at the next election. The people are in deadly earnest about tariff revision and they are determined to have it. If the Republican party is so dishonorable that it will not make good its solemn pledges, the consumers must turn for redress to the Democrats and this they will not fail to do. Never again will they pin their faith to a party which deliberately and wilfully betrays them.

Surely, the madness of the great corporations, not satisfied with years of opportunity and the most favoring laws known to the modern world, but still determined to grab more from the patient consumer, in the end, destroy them, for out of the ashes of a distorted tariff revision will arise a phoenix of sweeping and devastating reform that will cast the whole fabric of protection into the scrap-heap of oblivion and bring about an era of absolute free trade, under the administration of a party that in the past, has not demonstrated its wisdom in reform, but rather the intensity and crudity of its reactionary tendencies.—The Bellman

#### Admitting Canadian Wheat

**T**HE PROPOSAL to reduce or remove the duty on Canadian wheat coming into the United States has led to some inquiries as to the probable attitude of Canada toward such action and the probable amount of wheat available for importation.

Careful calculations go to show that of the 112½ million bushels of wheat raised in Canada last year, some 37,000,000 bushels will have to be ground in the country's own mills by August 1st, 1909. Up to the end of March there had been exported 51,300,000 bushels, all but 6,000,000 of which went to Great Britain, leaving 22,000,000 bushels on hand for feed and export in the form of wheat during the summer months. During the twelve months ended March 31st, Canada exported some 1,669,000 barrels of flour, mostly to great Britain, the remainder of the outturn from the 37,000,000 bushels sold to or reserved for domestic mills representing home consumption.

United States millers may see from these figures just about what quantity of wheat would be available for import into this country from a crop the size of last year's, bearing in mind, of course, the fact that Canadian crops are increasing at a rate of from 10,000,000 to 20,000,000 bushels per year.

As to the attitude of Canada toward the proposed reduction or removal of duty from wheat, it may be taken that this varies according to the interest of the individual. Canadian millers could not be expected to favor an idea that will increase the competition for wheat and thereby enhance prices. Grain men, for the most part, are likely to favor it as their sphere of action would be widened by the opening of new markets. Farmers would be pleased for the obvious reason that it would give better prices for their wheat.

Under present conditions in Western Canada, there is an annual slump in prices as soon as navigation closes at Port Arthur and Fort William. With United States markets open they would have an all-winter market for their wheat at approximately the same distance from the largest centres of production as these lake ports. Even with a duty of 10 cents per bushel, as some propose, it would probably be cheaper at times for Manitoba to sell wheat in Minneapolis than to carry it over the winter for shipment to Great Britain.—Northwestern Miller.

# FARMERS

## Make Money

You Can Do It by  
SHIPPING YOUR  
GRAIN DIRECT  
with the help  
of the



## CAMERON PORTABLE GRAIN ELEVATOR

**E**XPERTS ALL AGREE THAT THIS SIMPLE appliance is the most perfect machine for the purpose. Saves infinite waste of time, labor and expense. Will fill a car in from one to two hours (according to size). Adjustable shutes can be placed at any angle to load from warehouse, platform or wagon direct into car.

☑ Run by gasoline motor, which can be detached and used for crushing grain, running separator, or any other purpose.

☑ Total weight only 600 lbs., and being on a truck can be readily drawn to any location. Ask your dealer to order yours at once to assure timely delivery.

**THE CAMERON MFG. CO. LTD.**  
155 LOMBARD ST. - WINNIPEG, MAN.

#### A Sample Radical Reason Why

**S**OME people in England ask why the liberals of England are so determined to tax the unearned increment of land. Well, here is a sample reason why: The Duke of Bedford owns 250 acres of land in the heart of London, from which he draws an annual income of very nearly one million dollars. For the part of this property upon which Covent Garden market stands and seven acres nearby, one of his ancestors paid about \$30; yet today that property is worth \$225,000 a year! Is there any wonder that the people want to have a share of the value of that land?



# How Grain is Handled IN MINNEAPOLIS

and other Terminal Markets in Minnesota

## UNDER STATE SUPERVISION

### The Inspection

WHEN a car load of grain reaches the terminal market, it is placed by the railroad company upon special tracks called "Inspection tracks," which are provided in each railroad yard.

A State sampler is on hand in the morning as soon as it is light enough to see, and he first takes a record of the car number and initials, and also records the number of the seal that he breaks in order to enter the car. He then takes a hollow brass tube called a "probe," and by plunging this down through the grain to the bottom of the car in several places, he secures a fair sample of the grain throughout the whole load. The sampler then re-seals the car and keeps a record of the State seal applied.

A sample of the grain is also taken by a Chamber of Commerce sampler, which sample is given to the consignee of the car. A complete seal record is also kept by the Chamber of Commerce sampler.

The sample that has thus been obtained by the State sampler is placed in a sample sack together with a ticket on which has been placed the car number and initial. The sample is then taken to the State inspection office, where under a proper light it is carefully inspected by expert inspectors who have made a special study of the particular kind of grain which they inspect. The grade and dockage, if there is any dockage, is then determined by means of apparatus

adapted to the work consisting of finely adjusted scales and sieves of different kinds.

If the shipper or the consignee is not satisfied with either the grade or dockage on the car in question, it is his privilege to call for a re-inspection. The case is then carefully reviewed by the Chief Deputy Inspector or the Asst. Chief Deputies. In case the parties interested are still dissatisfied, an appeal can be called for, which means that the merits of the case would then be considered by the State Board of Appeals, a board of three members. The grade and dockage as determined by them is final.

The rules that govern the grading and dockage of grain are established at the beginning of each grain year by the members of the Boards of Appeals, consisting of six members, three at Minneapolis and three at Duluth.

Another particular duty of the Inspection Department during their work in the railroad yards is to make an examination of each car of grain for any leaky conditions that might exist, making a record of same in their record books.

When the grade and dockage has been finally determined, a certificate of inspection is issued by the State Inspection Department.

After the inspection has been completed, and the car load of grain is sold, it is sent to mill or elevator for unloading.

### The Weighing

Again the car load of grain comes under the direct supervision of the State Department. The State weigher at once makes a careful examination of the car to detect any bad order condition, and a most complete record is made of any such condition found.

This inspection of the car for leaky conditions having been finished, the State weigher takes a complete record of the car before the seals are broken by the unloading concern. In case the mill or elevator company to whose plant the car has been sent for unloading should break the seals for private inspection, they also keep a record of the seals broken and applied.

After the seal record has been secured, the car is placed at the unloading pit where by means of powerful steam shovels the grain is unloaded from the car. The grain is then elevated directly to the garner which is the large receiving hopper located just above the scale hopper. After the scale has been properly balanced and the hopper valve securely closed, the grain is drawn down from the garner into the scale hopper.

The grain is then carefully weighed by the State weigher, and the original entry of weight is made according to the law, in the record book provided for the purpose. He then takes a specially arranged ticket, and by means of the type registering device with which all scales on which State weights are given are equipped, he obtains a type printed record of the weight which must correspond with the weight recorded in the weigher's "IN BOOK."

He then checks this type printed record with the figures that he first recorded in the weight record book, and if they do not agree, it is evident that his attention would be immediately called to the fact, and it is his duty to at once thoroughly investigate the work before

Good Meals

Clean Rooms

When in Winnipeg  
Stop at

# The Queens

The Popular and Most Central Hotel in the City.

American Plan.

Free Bus.

Rates \$2—\$4 per day.

T. MONTGOMERY &amp; SON, Proprietors

Polite Service

Up-to-date

the grain has been dropped from the scale, to discover the cause of the apparent difference in the records.

Since an incorrect record cannot be obtained from the type register device unless it is actually broken or out of order, it is practically impossible for error to enter into the work of weighing under the present system.

However, no man would assert that mistakes cannot possibly be made in some part of the operation, for as long as man is fallible, an error will occasionally occur, and it is only the faithful effort on the part of men especially trained in the work of weighing that reduces the number of errors to almost a minimum.

Another check that tends towards accuracy is the fact that all through the weighing operation the State weigher has not been alone in the work, for the mill or elevator weigher has been present all the time, and as a result the two men are enabled to compare their work and figures as an extra precaution against mistakes.

At the large elevators in the system where the weighing is done on hopper scales in the cupola, two men are employed by the State, one being stationed upstairs, where the weighing is done, and the other supervises the work of unloading and handling downstairs. This downstairs man, called a "supervising weigher," sees that the cars are properly swept; it is his duty to know all the grain has been elevated from the unloading pit before the signal is given to the State weigher above to weigh the grain, and he must also know that the car is placed at the particular unloading pit which corresponds with the scale number upstairs, on which scale the State weigher has been advised the car load of grain is to be weighed. It is this downstairs man who keeps the seal record, but of course when there is no necessity for a supervising weigher, the seal record is kept by the regular State weigher.

When a shipper of a car of grain obeys the law by placing a card in the car, giving the shipping weight, an immediate investigation is made if there is an apparent discrepancy between the State weight and the shipping weight, and it is very plain that such an investigation, made while the grain is still held in the scale hopper, is of more value than when made a few days or weeks after the weighing has been done and all the circumstances surrounding the case have been forgotten.

When there is no shipping weight ticket placed in the car, the State weigher has no means of knowing what the car should weigh and consequently he would not know of the fact if a shortage did actually exist.

Where track scales are used instead of hopper scales, the loaded car is uncoupled from all other cars, placed upon the scale platform and weighed. Then when the grain has been unloaded from the car, the empty car is weighed to obtain the tare weight. This tare weight is deducted from the gross weight in order to obtain the net weight of the grain. A complete record of the work is kept the same as in hopper scale weighing, and the recorded weights are checked by means of the type registering device previously mentioned.

When the State weigher closes his report for the day, it is mailed at once to the State Weighmaster's office, where it is necessary that the report be on hand by 7 o'clock a.m., on the day following the weighing.

At this office a busy scene is witnessed each day as the representatives of the many commission firms check over the daily report sheets to learn the weights of their cars as ascertained by the State weighing department on the day previous.

## CANADIAN NORTHERN RAILWAY

SHORT LINE

FASTER TIME

BEST SERVICE



### "Alberta Express"

Running time reduced 2 hours

21.00k	Lv.	EDMONTON	Ar.	7.00k
11.00k	Lv.	SASKATOON	Ar.	16.50k
9.00k	Ar.	WINNIPEG	Lv.	21.00k

CANADIAN NORTHERN SLEEPING CARS  
LONGER, HIGHER, WIDER BERTHS  
UNEXCELLED DINING CAR SERVICE

### "Lake Superior Express"

17.10k	Lv.	WINNIPEG	Ar.	9.25k
10.04k	Ar.	FORT WILLIAM	Lv.	16.30k
10.15k	Ar.	PORT ARTHUR	Lv.	16.20k

Connects at Port Arthur with all Lake Lines

CHOICE OF LAKE ROUTES

### "The Duluth Express"

17.10k	Lv.	WINNIPEG	Ar.	9.25k
7.30k	Ar.	DULUTH	Lv.	19.10k

CHOICE OF RAIL ROUTES

## LOW SUMMER HOLIDAY FARES

Fullest information will be gladly furnished by any Canadian Northern Railway Agent, or write:

**C. W. COOPER**

General Passenger Agent, Winnipeg



## Farm Lands and City Property FOR SALE AND EXCHANGE

30 YEARS EXPERIENCE IN WESTERN CANADA

SEE ME for good lands and easy terms in any of Western Provinces,  
some on half crop payments.  
Also B.C. Fruit Lands for sale. Loans at current rates

OFFICE PHONE 1789  
HOUSE " 8381

**J. B. GOWANLOCK**

517 McIntyre Block, WINNIPEG, Man.

The records being clear and perfect, an official certificate of weight is issued bearing upon its face the car number, initial, contents and State weight, together with the date and place where weighed. This certificate is stamped with the seal of the office of the State weighmaster, and forms the basis of settlement between the seller and buyer in the matter of weight.

To obtain a State certificate of weight, it is necessary to present a request in writing. Should any bad order condition be recorded against the car it is written in the remark column of the certificate of weight.

The State weighers who do the weighing are each under a substantial security bond of \$5,000.00, and are thus held liable for the results of their work to the State.

They are wholly impartial and independent in their work, not knowing to whom a single car of grain belongs which they weigh, and they also know that the tenure of their office is not dependent upon the good or ill will of mill or elevator people at those weighing stations where they may be stationed.

Scale experts are employed by the department, whose sole duties are to test the scales and keep them adjusted to the government standard of weights. Nor does the State supervision cease at the testing of the scales, but takes up the details of proper scale construction, elevating machinery and all apparatus that enters into the handling of the grain before it is finally weighed.

The mechanical improvements in the terminal have kept pace with the progress of development of the State system of records and weighing, and today in the mills and elevators are installed the most improved type of scales that money can buy.

In the matter of track scales, the old wood foundations are replaced with steel and concrete, and the track scale capacity has increased from 100,000 pounds to 200,000, while the largest hopper scales in the world are in Minneapolis with a capacity of 120,000 pounds net.

Automatic devices are used to aid in the securing of exact results; the scales are sealed after testing to prevent wilful or accidental changing of the scale leverage without the knowledge of the department. Every terminal operator cooperates with the State to produce a weighing system as perfect and accurate as human energy and experience can make it.

A close supervision is kept over all scales on which State weights are given, and this does not mean just ordinary care in the use of scales, but means a complete and severe test from minimum to maximum capacity of every scale in the system.

Special work has been done involving travel of hundreds of miles to test scales or check up the work of loading, when some especially serious case demanded.

The State weighing department thoroughly investigates all claims that arise in the work, and no effort is considered too great if in the end a just settlement can be obtained.

When a claim is presented alleging a shortage, it is placed on file and handled in order of its filing. The records are carefully checked over to see if error has been made in transposition of numbers, addition of drafts or by actual mistake in recording a figure or set of figures.

The type registered ticket which has been carefully preserved for reference is then examined and compared with the figures, as shown by the original written record.

The record of the work is then carefully investigated at the unloading station at which the car was unloaded and weighed covering the date of weighing, involving a close study of the conditions that might effect the results. The seal records are also checked up to find if such a condition might have existed as a broken seal, no seal or faulty seal record.

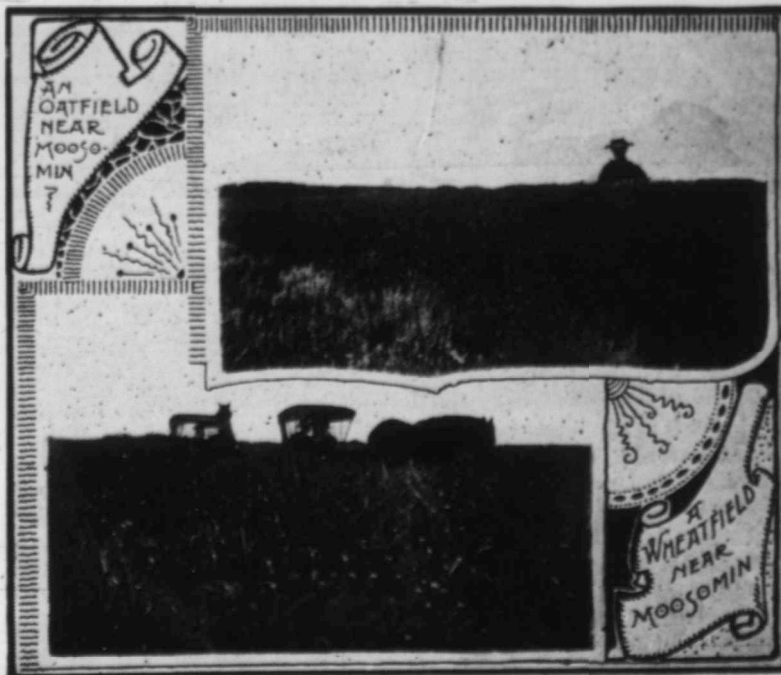
The work of settling claims is done as fairly and as impartially as was the weighing, and if mistakes are found they are fully set forth, no matter whom they affect, be it weigher, seller or buyer.

Another very important branch of the State weighing service is the system of watching or patrol, whereby the cars loaded with grain are continually watched while going through the terminal yards, to detect any leaking condition that might exist as well as to guard against pilferage.

The terminal railroad yards are usually located in outlying districts where the vigilance of watchmen is especially needed. Many times leaking cars are found and reported by these special watchmen, that would not show to be leaky when in motion, for cars often leak in the yards when being switched about and do not show evidence of leakage when set for unloading.

Much has been accomplished in the way of protecting the property of shippers from pilferage, a loss against which the country shipper would be powerless if it were allowed to exist.

Since these special watchmen cover the whole ter-



## Quill Plains <sup>Eastern</sup> Saskatchewan Open Prairie Wheat Lands

### 20,000 ACRES

First selection. Many sections of which every acre can be steam plowed. Close to Lanigan and Jansen stations. ¶ Prices: \$15.00 to \$20.00 per acre. Crop payment plan; interest 6 per cent. ¶ A postal card will bring free map and booklet.

## Big Improved Farm in Winnipeg District

### FOUR SECTIONS

(2560 acres in a square block). 25 miles from Winnipeg and half mile from Osborne Railway Station. 1400 acres cultivated, of which 800 acres were summer fallowed in 1908. Very fine large buildings. Every acre a steam plow proposition. For quick sale very cheap and on easy terms. For full particulars and picture of the buildings write or telephone to-day.

## JOHN L. WATSON LAND CO.

316 UNION BANK

WINNIPEG

PHONE: MAIN 8845

minal system, wherever cars of grain are handled, they are a further check upon the work of seeing that the cars are properly swept at the different unloading stations by which they are continually passing during their yard work.

These special watchmen are regular weighers assigned to this patrol service and they are empowered by the City of Minneapolis with police authority.

The State stands as the arbitrator between the seller and buyer; it treats both with equal fairness; it is disinterested as to the financial interest involved, its only care being to see that justice is done.

The State weighing department does not hold the very unsatisfactory position of being a mere figure-head in the handling and weighing of the immense volume of grain that pours into the terminal market, but, supported by law, it aims to be an active and energetic factor in the work of securing correct weights, making constant effort towards the improvement of the service by the adoption of the most modern equipment and by the application of the experience that years in the development of the work has given.

### ACT ON THE SQUARE

ONE of the most essential lessons any man must learn in the business world is to act on the square. When you buy stock in any elevator company, or any other enterprise, and you certainly should, stick to it and stand by it, first, last and all the time. Don't shy around to the old company to sell your grain because they offer you a little more than the co-operative company. Can't you see that they are only baiting you? Do you suppose for one minute that they are paying you more than the market because they love you or because they want to drop money into your

pocket? No, indeed, there is only one reason, and that is to kill off the co-operative company so they can monopolize the business. Therefore, Mr. Farmer, be loyal to your co-operative company, whether you are a member or not, and if you are not a member, don't brag about it. You ought to be ashamed of it and from this time henceforth, resolve you will buy stock in your nearest co-operative company and then stand by your guns. The eyes of the world are upon you, but, in any event, let co-operative companies handle your grain, remembering always so sure as the sun shines in the heavens, so surely as your indifference and unfaithfulness contribute to the defeat of the great principles of co-operation, so surely will you again be at the mercy of the old combination, to dictate prices on grain, etc.

Think of the conditions of the future and you will realize that a few pennies saved in your pocket means a loss of thousands to future generations if the co-operative principle is defeated. The success of this proposition, the same as all others, depends upon your loyalty. Don't disgrace your fair name by being a traitor to the co-operative cause and put the yoke of bondage upon your children for years to come. Stick to right and the great co-operative principles and the great harvest of success will come in due season.

We again say, act on the square. When any firm considers your interests enough to pay the cost of printing, postage, etc., to send you literature, circulars, and information, treat the same with proper consideration. Keep it confidential by your own fireside, and if you don't value its contents file it away or destroy it. Don't allow it to fall into their competitor's hands. Treat those who send you these things as you would wish to be treated in return, for the day may come when you will call loudly for help and no one will hear you.



# The Hudson's Bay Route

By J. A. MURRAY, Wapella

OF THE many problems to be met in the marketing of grain, the transportation seems to be one of the most important. Each year of a bountiful harvest sees a blockade, causing a drop in prices, a loss to the producer and often an impossibility to realize on grain in any form, leaving the producer hampered and pressed on all sides.

In fact, in the crop year of 1906 cars ordered on October 20th were not spotted until February 18th, and when loaded were not got to the terminals until April; at least the returns were not in the shipper's hands till that time.

During all this time the producer was pushed and threatened, while he had no redress or means of retaliating. In 1905 the C.P.R. ran all available cars and motive power west of the lakes and gave a fairly good service then, but this only showed the weak point of the system. The Soo Canal proved quite inadequate to meet the demands, the buyers at once dropped the prices to winter storage basis, which meant much the same as a blockade as far as the prices were concerned.

By many it is contended that the opening of the C.N.R. and G.T.P. will offset much of the difficulty, but when we realize that the C.P.R. can only under very favorable winter weather haul to the seaboard, 500,000 bushels a month, only a very little relief can come from that direction.

The Georgian Bay Canal system—another pet scheme, has a flaw in it, for if one railway can block a canal system with but one lock, what will the effect of two roads going through what is claimed to be a much richer wheat country be, on a canal system of several locks? Under the existing conditions it takes 18c. per bushel to place wheat at tide water at Montreal—half of this being freight from Fort William to seaboard. From the centre of the Western wheat belt, the distance to Fort William and Fort Churchill on the Hudson Bay are alike, and a little less to Port Nelson. Therefore wheat could be placed at tide water at Hudson Bay ports at about 9c. per bushel, or on the export wheat of 1906, a saving of freight of \$6,750,000.

The cost of the road, terminals and surveying of Bay and straits as lately brought down by Mr. Sifton, M.P. for Brandon, could be saved in the difference

of transportation of wheat alone in a little over four years. Regarding the navigation of the bay and straits there seems to be a great diversity of opinion, some claiming that only the months of July, August, September and October are available.

Many old time whalers who have spent the best part of their lives in these waters, laugh at this statement, claiming that if any danger ever exists it is in the first two months named, as during the summer of the north, ice might break off the great fields in the far north and drift southward. This was also brought out by the management of the Canadian Bank of Commerce, who, as the financial agents of McKenzie and Mann, have given considerable attention to the navigation of Hudson's Bay and straits.

The Monetary Times of February, 1906, contained several articles by business men of Toronto claiming that fishing could be carried on the year around in Hudson's Bay and straits, but that the very fact that the whaling fleet operates there in the months of May and June, which the Times claimed were the worst months, completely offset that contention.

Fort Churchill is considered one of the finest natural harbors in the world, and all records by Hudson's Bay Co. employees show that ice does not form in the harbor. The Government engineer who made extensive surveys in the fall of 1907, reported very favorably regarding the dockage, with good natural accommodation for wharves, elevators, etc.

The average rise and fall of the tide, he gives at twelve feet each twelve hours, in an ocean with a coast line of over 5,000 miles, the waters of which are freed through a few narrow channels. The chances of ice must be small indeed if the lowest temperature reached is only 39 degrees below zero, as claimed by Mr. E. Mosher, who spent from the 2nd of September 1907, to 7th of January, 1908, at Fort Churchill superintending the construction of buildings for the R.N.W.M. Police. He also said he would as soon live at Fort Churchill as Halifax, as far as climate was concerned. The Inspector of Police at Fort Churchill in his report issued February 7th, 1909, says that the bay and straits are navigable for at least five months of the year.

On February 7th, he admits there was no ice; therefore, why these waters are not navigable, remains to

Are You  
Building

?

Look into the Merits of

**"GALT"** Steel Shingles  
Steel Ceilings  
Corrugated Sheets

Always in Stock  
Write for Catalogues A B 3  
RUBEROID ROOFING  
Standard 18 Years

**DUNN BROS.**  
WINNIPEG - REGINA

be explained. By all those who have given the Hudson's Bay route any consideration, it is admitted to be the natural outlet for the produce of the three prairie province. Russia, our only rival in the production of hard wheat, ships her hardest wheat at Archangel, four hundred miles farther north than the most northerly point touched in the navigation of Hudson's Bay, and that wheat has to pass well within the Arctic circle in winding North Cape. This is accomplished all through the month of December, and no one seems to consider it anything out of the common. The cry of every Western grain grower today is for the Hudson's Bay route, and let that cry be very emphatic, for there and there only lies the solution of the Western grain trade.

#### CLEANED UP BY WHEAT

I WAS night engineer for eighteen months at an ore-concentrating mill, way up on the bald, timberless top of Colorado, receiving wages in proportion to the elevation, which gave me an opportunity to accumulate a comfortable little stake.

A year and a half of steady night-work had injured my health, however, and, finding my daylight slumbers unrecuperating, I quit the job, and, after a few days of rest, contracted to run a tunnel for a mining company.

I started two eight-hour shifts of expert machine men churning holes with air drills into a breast, seven by eight feet. The first ten days they blew the drift into the side of the mountain so rapidly that I cleared between twenty-five and thirty dollars a day.

On the afternoon of the eleventh day, and while making my usual round of inspection, I found that the shift had not broken more than a foot of rock. Inquiring the reason for such poor showing, the drillman pointed out a number of small water-seams, running diagonally through the breast of the quartzite drift, and explained that when the drill struck one of those it would slip into it and become stuck. I watched them drill for two hours, and every few minutes a drill became wedged and it would take from ten to twenty minutes to get it out. I soon saw that, if



Along the Old Trail

such rock lasted very many days, up would go my savings and down would I go broke. However, I held on several days, hoping that the breast of the tunnel would change to solid rock again—counting the loss more rapidly than I had calculated my profits on the start—and finally, seeing no prospect for better ground, threw the contract over, paid off the men, and, drawing what was due me for the work completed, found that in the run of fifteen days I had donated to the company nearly five hundred dollars.

Withdrawing what was left from the bank, I boarded a train and descended into the valley of the Grand, where I bought into a hardware business, and settled down to what I thought would be a small but steady income.

Six months after this purchase a good portion of the town ascended in smoke, drawing along with it my uninsured building and the greater part of the stock.

Business had been good those first six months and I still had some money and a good credit; so, rebuilding, I continued the sale of hardware and wagon wood stock for nearly a year.

Turning everything into cash, I moved East about the time of the beginning of the war between Russia and Japan, and, becoming interested in the rapid advance of wheat, I bought. It went up with a rush, and I added a nice little addition to my roll when I closed the deal.

The market fluctuated two or three days, then dropped about three cents, and I bought again. This time the grain gained in value a cent and a half, and then took a tumble, and before I could decide to place a stop order it had cleaned up all my profits and the nice little stake, leaving me all but stranded and on the hunt for a job.—L.K.

**GRAND  
TRUNK  
RAILWAY  
SYSTEM**

## SUMMER TOURS

To Eastern Canada and  
New England States

Via Port Arthur or Duluth, Northern Navigation and Grand Trunk Railway in one or both directions, or one way Lakes and the other through Chicago St. Paul and Duluth.

Service unsurpassed and excellent connections all the way.

Full particulars as to new stopover points, rates, limits and reservations, may be had on application

Agent for all Ocean Steamship Lines and Cook's Tours.

**A. E. DUFF, G.A.P.D.**

Phone, Main 7098

260 Portage Ave.



ORIGINAL CHARTER, 1854

# The Home Bank of Canada

Head Office: Toronto, Ont.

*Special Attention Given to  
Accounts of Farmers  
Interest Paid Half-Yearly on  
Savings Bank Accounts*

Winnipeg Branch

W. A. Machaffie, Manager

## Why The Farmer Needs Educating

Editor, GRAIN GROWERS' GUIDE:

Dear Sir,—This is one kind of farmer I often meet with, and I wonder whether it is the ignorance or cussedness which affects him the most—he shipped a car of wheat to the Grain Growers' Grain Co. and because he did not get as high a grade as he expected, he blamed the Company and was trying his best to keep his neighbors from shipping to it, when I interviewed him in the matter, he said: "I have given your farmers' company one chance to do me up, but they will never get another."

—He was ready to flare up in a moment if the Company did not get him a better price than he could get elsewhere, or if the slightest mistake was made.

One farmer near Reston accused the Company of losing for him about \$45.00, yet he never took the trouble to acquaint them of the fact. It was too much trouble to sit down and write a letter.

I would like to point out the fact that the Grain Growers' Grain Co. is the one Company where the farmer is sure of getting an absolute square deal. For this reason—that the officers of our Company in Winnipeg are only hired from year to year by the directors to do our business, and if you do not get a satisfactory deal from them, you can appeal to the directorate, who are all farmers; and at the Annual Meeting, we can turn all these fellows out and elect "us fellows who have got learning and know how to protect your rights."

I think a good many farmers do not just realize what our Company is and why it was organized. They look upon it as a body of farmers who saw that there

was a great deal of money being made in the grain trade, and that they took advantage of the conditions to get some of this wealth.

I do not think this was ever in the minds of the promoters of this Company, or, rather, of the men who were delegated to bring it about, for the Company naturally grew out of the demand for such an organization.

The Grain Growers' Association might go after special legislation beneficial to the farmer but there was knowledge to be gained of the grain trade, market conditions to be studied, and a great deal of other information to be got which could only be obtained through a trading body on the exchange favorable to the farmers.

The Grain Growers' Grain Co. was therefore organized for the purpose of getting for the farmer the highest possible price for his grain under the present conditions and to assist in creating such conditions as would cut out the speculative element and establish a sample market open to the world's millers.

Since the Company was established, a great deal of information has been secured. We have learned that through the present grading system the farmer is losing the difference between the Manitoba high grades and the American low grades, which is about 5 or 6 cents per bushel. That through the manipulation of the grain dealers the Winnipeg market is lowered or raised at their sweet will from 5 to 10 cents. That the wheat sent out of the country on which our prices are based, is of a very inferior quality.

Thus, having secured this knowledge the Grain

# Make Denatured Alcohol for 8 Cents a Gallon

The navies of the world adopted tax-free commercial Alcohol for smokeless motive power.

Enormous savings have been perfected by utilizing vegetable waste matter for light, heat, and motive power, but now that deoxidized natural gas, sawdust, wood syrup and lime produces Denatured Alcohol so cheaply as 8 cents per gallon for ships, the saving of coal room, boiler room, handling of fuel, a clean, odorless, smokeless motive power for motor boats and automobiles—and the navies of the world use it. Just think: 85 per cent. of water, the principal part of which is converted into alcohol by chemical action in contact with fermented vegetable waste and deoxidized natural gas, or any carbo-hydrates, etc., combining with 94 per cent. oxygen or atmospheric air when used for motive power, light or heat purposes. It opens an absolute new market for sawmill waste, paper, pulp and chemical fibre mill waste products—the use of natural gas and

**The Continental Natural Gas Alcohol Co.**

for millions of tons of farm product that even the world's greatest monopoly cannot touch. Our Denatured Alcohol Distilling Apparatus is constructed of steel plate galvanized and the highest grade seamless copper tubing, tested to 300 lbs. pressure. Its conductivity makes possible and instantaneous the hot steam alcohol distilling with a very simple but serviceable still and doubler that will produce Denatured Alcohol for 8 cents a gallon. A 100 to 120-gallon capacity every 24 hours weighs, complete, 985 pounds and costs \$550.00. A smaller, 60 gallons daily capacity, weighs 520 pounds and costs \$285.00. No government taxes, no government supervisal, no speculative features. The market demands the product. Unquestionable references. We are ready to negotiate with responsible individuals on very liberal terms. Do you want to be a good, progressive fellow? Establish this new infant industry at home. It will yield a most profitable income. Address—

**Wheeling, West Virginia**

Growers' Association may go after the needed legislation, or get the elevators taken out of the monopoly and placed under an independent commission. Yet it will still remain for the Grain Growers' Grain Co. to make this sample market practicable.

For this reason, the Grain Growers' Association and the Grain Growers' Grain Co. should go hand in hand supported loyally by every farmer in the three provinces.

You cannot, Mr. Farmer, stand neutral in this matter. If you are not with this organization, you are standing in with the other bunch, assisting them in keeping down the price of our grain.

The secretary of one of the local associations introduced me a few days ago to a farmer, who, through the intervention of Mr. McKenzie, the general secretary, had been saved from paying over \$100 into the Crown Hail Insurance Co., yet when he was asked to join the Grain Growers' Association, and pay \$1.00, he could not see it.

There must be a lot more just like him somewhere, or we would have had the bunch on the run long e'er this.

Yours truly,

J. G. MOFFAT.

Souris

## FARMERS HAVE THEMSELVES TO BLAME

IN THE course of a few remarks made at a meeting of farmers, held under the auspices of Braemar Grange, Mr. Nesbitt, the representative of North Oxford in the Commons, said he had not, during the late session, received a single letter from a farmer in his riding in regard to his course on questions of

public policy. At the same time, he said, the pressure of selfish interests, and more particularly by manufacturers demanding more protection, was constantly kept up on all the members of the House.

There is no reason for believing that the case of Mr. Nesbitt is very much different from the cases of other members of Parliament. It is doubtful if a single Ontario representative heard by letter from half a dozen farmers, while Parliament was in session, in regard to questions under consideration.

Farmers who so neglect their own public interests have themselves to blame when they find these interests ignored in legislation. A new member may, on going to Ottawa, be filled to overflowing with the spirit of public service. Arrived at Ottawa, he finds the air saturated with a different sort of sentiment. He finds the hotels and the corridors of the House crowded day and night by men keeping up a constant agitation for the advancement of selfish objects. These objects are not presented in crude form; far from it; they are supported by the most plausible arguments and, if representatives of the people do not at least occasionally hear from their constituents along the concession lines at home it is the most natural thing in the world to accept the silence of these constituents as acquiescence in the demands made.

There should be, in every township of Ontario, a branch of the Grange; at these subordinate granges, as is the case now in the State of New York, there should be regular meetings for the purpose of considering pending legislation, and in regard to that legislation the voice of the farmer should be heard, either by letter or resolution sent to representatives at Ottawa and Toronto.—Toronto Weekly Sun.



## Buried Every Dime He Got in a Tin Box

WHEN I was about fourteen years of age, living with my parents on a farm at the outskirts of a little town, where I attended the grammar school at the time, I read of a man who followed a system of saving by laying away every piece of gold or silver coin that came into his possession which was minted in the year "1888," until, at the end of some years, he had enough to start a profitable business of some kind.

I thought I would like to try something of that kind, so began to save every dime that came my way. I started out with the determination to carry this out to the letter, and under no circumstance would I spend a dime. Fully determined to remove the temptation to spend a dime now and then—to be later repaid, of course—I made a small tin box, about the size of a gallon measure, buried it out behind the buggy shed, and by means of an old, hollow tin dipper handle about one foot long, could drop my pieces of money into the box without having to dig up the box each time.

For a long time I kept count of how much money I put into the box, which, of course, did not accumulate very rapidly, considering the fact that my father limited us somewhat in our spending-money. However, long before I was seventeen, when I went off to school, I had not lost track of even the probable amount I had dropped into my little vault. During my years at college I continued to save my dimes, though it was much harder to do so there, as I did not make a depository as I had at home. Many times, when I had spent my allowance, I was greatly tempted to dig down into the bottom of my trunk and "borrow" a few dimes.

One time in particular, just after finishing my college course, I had returned home and dumped my savings into the tin box with the other dimes. One afternoon as I was walking down the street I met Miss R—,



Smoking the Pipe of Peace

daughter of the cashier of the bank, and suggested that we take a ride out to the park. We had been sweethearts when we attended the grammar school together, and, it is needless to say, we had a fine afternoon of it. It happened, though, that I had only a half-dollar with me, and as we went out the conductor gave me four dimes in change.

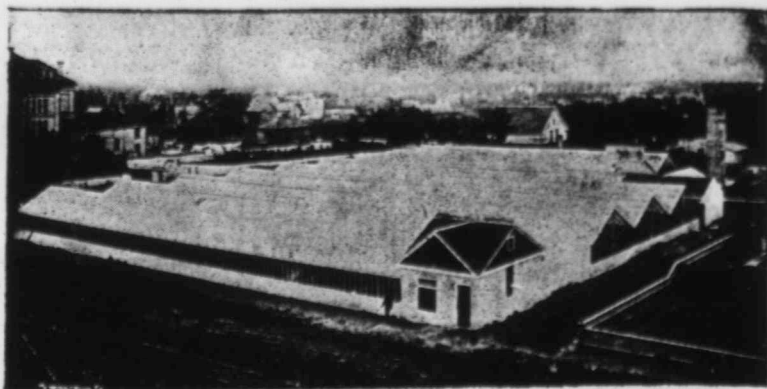
During the afternoon's conversation, I told Miss R— of my plan of saving, of the predicament in which I now found myself, and that I could see no way out of it except that we walk home.

She assented, as I thought rather reluctantly, and the twelve or fifteen blocks' walk was not the most pleasant I have ever had.

A short time after that I secured a position in her father's bank, and, on pay-day, I was not a little surprised to get my salary all in dimes. I informed Miss R— of this, as I had been calling on her regularly since my return from college, and, must admit, had designs. However, I was compelled to forego the pleasure of the entertainments and theatres until the next pay-day, and Miss R— seemed to be quite offended because I did not take her out oftener.

But, after we were married, she told me that her father had paid me in dimes to put me to the test, and that, after I had won out, he told her that a young man who would stick to a resolution under such circumstances was made out of the right kind of stuff.

The day we were married I told her that her dowry from me would be what she found in the little tin box. She took the box out, and you can imagine my surprise when, on counting the dimes, we found they amounted to a little more than three hundred dollars. Understand, however, this represented my savings up to the time I commenced work in the bank, as I deposited my dimes thereafter in the vault of the bank.—O.F.B.



The Largest Greenhouses in  
Western Canada

SEND TO US FOR

**CUT FLOWERS**

Ferns Palms  
Flowering Plants  
Wedding Bouquets  
Funeral Designs

Our prices are the lowest in the West, because we grow all our own stock. Price list sent on application. Orders by mail, telegraph or telephone receive prompt and careful attention.

**WALTER RAMSAY**  
EDMONTON - ALBERTA

## Farmers! Attention!

### Farm Lands and City Property for Sale and Exchange

Some Genuine Snaps in Good Lands any part of  
the West. Easy Terms. We can sell your  
Farm or City Property.

**ALLEN & CO.** 306 Somerset Bldg. Phone Main 7386  
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*

500,000 BUSHELS OF OATS WANTED

## WE NEED 200,000 lbs.

Manitoba,  
Saskatchewan  
and Alberta

# WOOL

And want every farmer and rancher to ship  
us all they have this month. If you want to  
get highest market prices ship to us. Drop us  
a card and we will mail you our price list.  
Ship us your Hides, Dry or Salted by freight.

**NORTH-WEST HIDE & FUR COMPANY**  
277 RUPERT ST. - WINNIPEG, MAN.

## How I Lost My Savings

BY ten years of careful saving my wife and I managed to accumulate \$2,850, which we decided should be invested in a home. After a careful survey of a suburban neighborhood, we chose a building lot which we purchased for four hundred and fifty dollars. The remainder of our savings, we were assured by a contractor, would be sufficient to build us a modest but comfortable house, which he offered to build for us for that sum. As my earnings were small and I had confidence in the contractor, to whom we gave the contract, I never thought for a moment of going to the additional expense of employing an attorney in the matter.

The house was built by the contractor and completed in a very satisfactory manner. As soon as it was completed I paid him the contract price for it and took his receipt in full. Shortly afterward I was much surprised to learn that the contractor, whom I had considered perfectly honest, had absconded, leaving many unsettled bills behind him.

My wife and I congratulated one another on our foresight in settling with him promptly and taking his receipt in full, and dismissed the matter from our minds. Alas, we had never heard of the mechanics' lien law, and were thunderstruck, a few weeks later and just after we had moved into our new home and gotten settled down to enjoy it, to have legal notices served on us that none of the materials of which the house had been built had been paid for by the contractor and that mechanics' liens would be filed against the house in thirty days.

Naturally, I hastened to do then what I should have done in the first place—consult a lawyer, and was horror-stricken to learn that my receipt in full from the contractor who had built the house was no protection against these claims, and that I would have to pay the bills for the materials, despite the fact that I had already paid the contractor for them.

Of course I was not able to pay these bills at once, and, as a consequence, a number of mechanics' liens were entered up against the house. After a few weeks had passed, however, my attorney arranged for a mortgage loan on my house for a sum sufficient to pay off the mechanics' liens, and, while we still have our home, it now has a one-thousand-dollar mortgage on it and I am out of pocket about one-half of the twenty-four hundred dollars I paid the contractor in addition.

I have since learned that if I had consulted an attorney when I went to make the contract for building the house, or even before I paid the contractor for it, my interests could have been safeguarded and at an expense to me of less than twenty-five dollars.

To all intending home-builders I would say: "Beware the mechanics' lien law; a few dollars invested in an attorney's services will be the best investment you can make. Twenty-five dollars so invested would have saved me over two thousand dollars."—W.J.P.

The Sun's suggestion of the advisability of farmers writing letters to their representatives in parliament is well taken, but writing letters is not of much importance unless followed by action, and having the farmers attend the primary meeting and convention of the party to influence the nominating of the candidate, who has proved by his vote that he is guided more by "expediency" than the needs of the country.



# 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 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.

---

---

## GRAIN GROWERS' GRAIN CO.

WINNIPEG - MANITOBA



Productive Outfit on the Farm of Robert Cruise, Dauphin, Man.

## The Feminine Mind

PROBABLY three-quarters of the retail purchases in this country are made by women. The merchant who wants to sell must appeal to the feminine portion of the population; and the successful advertiser is he who understands the methods of feminine thought. When I started a dry-goods store in a small Nebraska city I knew this in a vague way; but a certain incident impressed it sharply upon me.

In January, when the cotton mills make it an object to push their goods, I was in position to advertise a great mark-down sale. So I put in the local papers the announcement that after a certain date and for a limited period—of course—all my white goods would

be sacrificed at a twenty-five per cent. reduction. The time began; but, for some reason I could not fathom, the sales in this department rose little beyond their normal volume. One morning I left the desk and took my stand behind the counter.

The first customer happened to be a personal acquaintance. She wanted cotton sheets. After I had displayed the different qualities without awakening any enthusiasm, she remarked:

"Now, I like this, and I'd like to buy here; but the truth is, I can't afford to. Why can't you sell these sheets as low as Manheim Brothers on the corner?"

That my rivals were underselling me was news, and I told her so. "Granting that the sheets are of equal quality," said I, "what do they charge?"

"Only a dollar-twenty," she replied.

"But, my dear lady, don't you see that these are marked a dollar-fifty, and that, as we advertise, the marked price is subject to a twenty-five per cent. reduction?"

"Well," she responded, hesitatingly, "twenty-five cents from a dollar and a half still makes them cost a dollar-twenty-five, doesn't it?"

With considerable pains I explained to her the meaning of twenty-five per cent. off, and how the reduction would bring my price down to \$1.13; and in the end she bought the sheets. But she left wearing a puzzled expression, and, I'm sure, half convinced that she got a special bargain only because she was a friend.

After she was gone, I did some thinking, and the next morning my ad. appeared somewhat as follows:

### GREAT REDUCTION SALE WHITE GOODS

ALL PRICES SLAUGHTERED

Sheets marked \$2.00, now \$1.50

Towels marked \$0.20, now \$0.15

And after that the goods sold.

The lesson is this:

The feminine mind is weak on abstractions and arithmetic. Give it concrete facts and definite prices.—A.P.A.

It is wicked for us to go about with faces which indicate that life has been a disappointment to us instead of a glorious joy. It shows that we have missed the real object of living, that we have never caught a glimpse of the realities of life, but that we are living in the shadows, in the gloom instead of the sunshine of reality, of truth, of beauty. It indicates that we have not even caught a glimpse of the real glory of life.

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.





# The Elevator Question



WE REPRODUCE the following letter from a recent issue of the Free Press:—

To the Editor of the Free Press.

Sir,—A somewhat lengthy news item appeared in one of the city dailies recently, entitled "Elevator Capacity." The article, which I believe was in every way authentic, outlined the great increase taking place this year in the grain storage facilities of Western Canada, both interior and terminal. It offers a little food for reflection in view of a rumor current some time ago that the elevator companies, both interior and terminal, purposed erecting much additional storage, in order to complicate the question of government ownership of these facilities, which the farmers of the West, through their associations, are demanding.

One of the arguments advanced against the Government taking over and operating these elevators as grain storage elevators, which alone should be their function, is that they—the governments—would be obliged to take over a large amount of storage capacity, which is unnecessary and therefore useless.

When the actual time comes for the governments to take over these elevators, as I believe they will in the course of a few years, the question of taking over two elevators, where under a proper system one would easily do the work, will be a difficult one to adjust; and the present activity in building elevators, especially at the terminals, suggests that the private owners of them propose to make out of this as great a barrier as possible to Government ownership.

There is, at the present moment, terminal elevator capacity at Fort William and Port Arthur for over 18,500,000 bushels and has been for the past year. The crop of last year was easily the largest in the Canadian West, and yet at the opening of lake navigation this spring, there was under 12,000,000 bushels stored in the terminal elevators. In other words, less than two-thirds of their storage space was utilized and practically the same conditions have prevailed there in recent years. Additional terminal storage to the extent of over 6,000,000 bushels is now under contract and will be completed this summer, bringing the total capacity there up to almost 25,000,000 bushels, all being built by private companies.

The question naturally arises—why this great increase? It cannot be to provide for future needs, as private corporations, especially grain ones, do not spend hundreds of thousands of dollars for the future needs of the country, and the increase in transportation facilities to Fort William, through the double tracking of the Canadian Pacific and the opening of the Grand Trunk Pacific, means that a very large portion of our grain will reach the lake front in time to be available for shipment down the lakes before the close of navigation and thus will not require winter storage. The amount also going east all rail from Fort William in the winter months has increased very much during the past few years and will still continue to increase in the future. The explanation for the increase in the terminal storage to more than double of that which was required last season, is found in the fact that the promoters and owners find these elevators extremely profitable as an investment; and also because they want to give the Dominion Government "cold chills" whenever Government ownership of the terminals is mentioned, by making the job they

will have to tackle as big as possible, and thus afford the ministers an excuse for "going slow" in spending the people's money.

It is true the erection of a million dollar terminal, or for that matter, one a quarter of that size, is almost invariably preceded by the announcement that, "recognizing that the public interests demand it," etc., they are undertaking the work. This bears a close analogy to the bitter pill that is sugar-coated in order that it may readily be taken by the innocent child. In the case of the public the sugar coating is scarcely necessary. The average "good farmer" and "shrewd business man," who are both, generally speaking, woefully ignorant of even the most elementary economic principles, smack their lips and think the additional storage will be a good thing for the country.

Is it? The doubling of the elevator capacity at Fort William simply means that \$2,000,000 has been expended in terminal elevators that would not be necessary under a proper business-like system, serving the many and not enriching the few.

Interest has to be paid upon the capital invested in these unnecessary elevators. They must be maintained in the way of repairs and a staff of men employed to operate them; additional Government officials must be employed "to protect the interests of the farmers," adding to the costliness of this method or system.

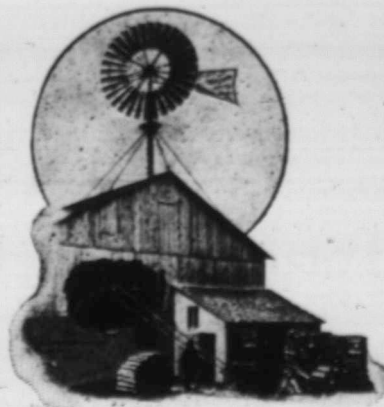
The question arises, where do these elevators get the profits which undoubtedly must be big, judging

FROM FACTORY TO FARMER

## CATER'S PUMPS

STAR WINDMILLS

WITHOUT THE MIDDLEMAN'S PROFIT



14-ft. Star Power Mill with 8-ft. Floor Grinders Only \$160

13-ft. Star Power Mill with Mast Grinder. Only \$110

12-ft. Star Power Mill with mast grinder. Only \$100

8-ft. Pumping Mill and 30 ft. Steel Tower Only \$60

All Power Mills are fitted with Upright Shafting, Guy Rods and Turn Buckles, ready for erection.

Cater's Wood and Iron Pumps for hand and windmill use, at reduced prices. Over 15,000 now in use in the west. Write for catalogue.

ADDRESS:

**Brandon Pump and Windmill Works**

Dept. S.

**BRANDON, MAN.**

from the feverish desire shown in extending them? It can only come from two sources. Despite anything that is said to the contrary, there can be very little doubt but that a portion of it comes from the manipulation of grain after it is received into them. The Royal Grain Commission, in their superficial examination of these elevators, found strong evidence of improper practices. It recommended stricter Government supervision, but no Government supervision at the terminals, no matter how strict, can safeguard the interest of the outside party when the opportunity for wrong practices that will increase profits, is so great and the temptation so strong. When the helpless shipper back in the country is left to the tender mercy of a grain corporation at the terminal the only really effective Government supervision is Government operation.

This is one source of profit, the other is in the excessive charges made for storing grain. When one compares the charge made in this way with those made at the lower end of the lakes, one wonders that the business interests and farmers of the West stand for it. The Government elevator recently opened at Port Colborne, carries grain for winter storage from November 15th to April 30th for one and one-half cents per bushel. The charges at Fort William for the same service is five and one-half cents per bushel. No wonder the immense profits made lead to needless duplication. It should be very clearly understood, however, that this needless extension will make it difficult to get the charges down to a proper basis in the future, owing to the heavy capitalization represented in their construction.

It should also be clearly understood that the immense profits and the heavy operating charges are all a tax upon the grain. It will be readily admitted that any unnecessary toll taken off the grain on its way to market affects not only the producer, who loses that much thereby, but every business interest as well.

If, through a bad elevator system, our farmers lose annually even an average of five cents per bushel, and it is easily that, they lose several million dollars every year that would otherwise go into the ordinary channels of business. They thus purchase less merchandise, pay less of their debts, and travel less than they otherwise would do. Paralyze agriculture in this Western country and you paralyze every business interest. Deprive agriculture of its just reward by an excessive method of handling grain, and to that extent legitimate business is deprived of the support it should and would get.

What has been said of the terminal elevators applies equally well to the interior ones. The almost endless

duplication of elevators in the country with the increased cost of maintenance and operation is apparent to any thinking man. They are not built for fun. In one way or another the grain is taxed for the support of every one of them. A farmer who would employ two men to drive one team of horses; or a merchant who would employ two clerks to do the work that one could easily do, would justly be regarded as foolish and wasteful. A system which maintains two elevators, where one would do the work better and at half the cost, is equally foolish and wasteful, and is bound to retard the progress and development of the country.

From economic consideration alone, the business and prosperity of the country demand a change. In asking for this change through Government ownership and operation, no radical departure is sought. The Government has already worked along similar lines in the development of cold storage facilities to cheapen and facilitate the shipment of perishable commodities. There is no distinction in principle between a Government cold storage warehouse and a Government grain storage elevator. In the maintenance and support of the latter not one cent is proposed to be taken out of the public revenue. The whole cost of acquiring and operation will be borne by the grain and at easily less cost than at present. The Government elevator is an economic necessity and must come.

GLEN.

#### Some of Those Who Are Blessed

**B**LESSED is the man who counts another's time as valuable as his own.

Blessed is the man who is generous to his neighbor in all things except the application.

Blessed is the man who has not found out that he is superior to other men.

Blessed is the man who leans forward instead of backward.

Blessed is the man who is guilty of the splendid vice of promptness.

Blessed is the man who sees nobility in being faithful on a committee.

Blessed is the man who looks while he listens.

Blessed is the man who knows not how to flatter, but knows how to appreciate.

Blessed is the man whose watch closes without a snap.

Blessed is the man who is afraid to leave his work undone.

Blessed is the man who has grace enough to give up the end seat in the pew.—The Epworth Herald.

## The Toronto General Trusts Corporation

Established 1882

Official Administrator Eastern Judicial District of Manitoba.  
Investing Agent for Supreme Court of Judicature, Ontario. Agent  
for Inspector of Prisons and Public Charities, Ontario.

**A. L. CROSSIN**

MANAGER

WINNIPEG OFFICE:

BANK OF HAMILTON BUILDING





# Hon. Frank Oliver and Terminal Elevators



## Use of the Western Outlet for Grain Depends on the Policy of Canadian Pacific Railway Co.

THE FOLLOWING letters from Hon. Frank Oliver on the terminal elevator situation was handed us for publication by a friend in Alberta:

Ottawa, 22nd February, 1909.

Dear Dr. Clarke,

I have read carefully the letters of Mr. James Bower, president, and Mr. Rice Sheppard, vice-president of the United Farmers of Alberta, which you were good enough to place in my hands. They deal with the question of terminal elevators and car distribution.

As the Grain Act and Grain Inspection Act were very considerably amended last session, I do not think there is any probability of further amending legislation at this session. It is necessary that the amendments made last session should be operated under for a time so that it will be known whether they are of advantage or not, and to make further amendments at this session would only produce complication.

Regarding the erection of terminal elevators at Vancouver: If the Canadian Pacific Railway Company are satisfied that they require the movement of grain west in order to meet the movement of lumber east they will have to provide the necessary terminal facilities at Vancouver and will no doubt do it. Unless they are desirous of sending the grain west, the provision of terminal facilities by any other authority would be of very little use.

There is no doubt that the handling of terminal elevators by grain dealing companies is an evil which Government inspection cannot altogether cure, but I am satisfied that terminal elevators in the hands of a purely transportation company such as the Canadian Pacific Railway, which has no interest whatever in the manipulation of the grades of the grain, can be kept under efficient inspection and control by Government regulations. The Government is not in any degree opposed to the principle of Government-owned elevators, but it is a matter of convenience which is governed by the conditions of each case. The Port Colborne transfer elevator is owned and operated by the government, the Harbour Commissioners' elevator in Montreal is in fact a Government elevator, as are also, I believe, the Inter-colonial elevators at St. John and Halifax.

In these cases it is more convenient that the Government should own and operate the elevator than that it should be owned or operated by a transportation company. On the other hand, at Vancouver, where only one line of railway communicates between the grain growing areas and the coast, the natural and proper party to own and control the elevator is the transportation company, the elevator being an essential part of the transportation system. In the case of a Hudson's Bay railway, the expressed intention of the Government is that the elevators shall be owned and operated by the Government, but where it is convenient for the transportation companies themselves to operate the elevators there seems to be no reason for Government ownership, as Government supervision will give all possible protection. The Government is fully alive to the difficulty of effective supervision in the case of terminal elevators operated by grain dealing companies, and is prepared to deal with that question as occasion offers, and as they become satisfied of the means which shall be most effective in dealing with the evils now complained of, and yet which will not hamper unduly the free movement of grain or the due expansion of the trade in proportion to increase of production.

The question is a very large one, and is of such a serious character that a Government which undertook to deal with it otherwise than after due consideration both of the evils existing and of the consequences of a change of system, would be falling very far short of its public duty.

I note what Mr. Sheppard says in regard to car distribution, and agree very fully with him that the resolution was a mistake from the standpoint of the farmer's interests. I have every confidence that the resolution was distinctly worked up by the railway interests, which are certainly not the farmer's interests in this case.

I beg to return herewith the letters you were good enough to hand me.

Yours very truly,

FRANK OLIVER.

In the second letter the Minister further discusses the subject as follows:—

Ottawa, 23rd February, 1909.

Dear Sir,

I have read carefully Mr. Rice Sheppard's letter of February 12th to yourself in pursuance of our conversation.

The question of Western outlet for Alberta grain is of very great importance not only to the farmers of Alberta, but to the whole country, but the use of that outlet depends, not upon any action of the Government, but upon the policy of the Canadian Pacific Railway Company. Hitherto it has been contrary to the company's policy to send grain westward for export shipment.

It is possible that with the increase of Alberta production and the advantage to the railway company of securing the double use of cars for lumber and grain they may be inclined to push trade that way. Once they have done this the Government would be warranted in considering proper measures for the adequate expansion of such facilities. The erection of a Government elevator at Vancouver before it has been demonstrated that the railway company's policy is to ship grain for export that way, would be a monument, to put it mildly, of miscalculation, of which there are already several notable examples at eastern Canadian ports.

I am inclined to think that the alleged interest of the company in the Western movement of grain was rather with a view of finding an argument against the car distribution clause of the Grain Act to the detriment of the farmer, than with a view to securing a Western outlet for Alberta grain for the benefit of the farmers.

I am sorry that the Calgary meeting has lent itself so readily to the designs of the railway company.

Yours very truly,

FRANK OLIVER.

While we are in full accord with Mr. Oliver's attitude as to the situation, in reference to Western shipments of grain, which for the present at least, as he clearly sets forth, depends on whether or not the C.P.R. find it to their advantage to encourage Western shipments. What concerns us most is his statement as to the attitude of the Government towards Government ownership of terminals and his statement in express terms that it is the intention of the Government that the elevators at Hudson's Bay shall be owned and operated by the Government.

As an indication of the Government's attitude on the question, he also points out that they own the elevator at Port Colborne and the Harbour Commissioner's elevator at Montreal is in fact a Government elevator.

It is worthy of notice that as a practical result, elevator charges in those elevators and as a consequence in all transfer elevators east of the lake which enter into competition with them, is less than half the charges at Fort William and Port Arthur for similar charges. Summer and winter storage—that cost 1½¢ a bushel east of the lake costs 5¢ at the lake front.

H. J. Dawson                      J. D. Hyndman                      H. H. Hyndman

**DAWSON, HYNDMAN & HYNDMAN**

Barristers, Solicitors, Notaries, Etc.

EDMONTON, ALBERTA

Solicitors for the Royal Bank of Canada, The Edmonton Mortgage Corporation, Limited, Etc. Cable Address "Daman."

### A Country Boy's Chances

THE country boy has many advantages over his city cousin, even though he is deprived of many opportunities that the city affords. "Success" has the following to say on the above topic:

"In the country boy's dream of the city and its great opportunities. They see, in their minds, enormous stores, vast libraries and reading-rooms, great opportunities for self-improvement; excellent day schools and evening schools; evening universities, and other institutions where seekers after knowledge may satisfy their longings. In other words, to the country boy the great city is a sea of opportunities.

"On the other hand, the city-bred boy, who has breathed this air of opportunity from childhood, who has passed libraries and reading-rooms so many times that their familiarity and commonness have taken the edge off his mental appetite for their contents, longs for the free air and wider space of the country.

"If a country boy is made of the right stuff, instead of dreaming of great opportunities in the city, and longing for access to better libraries and larger schools, he will try to redeem himself from the meagreness and narrowing influences of his surroundings. Every book will be to him a precious luxury, an opportunity to open a little wider the door of his narrow life. If he is determined to get on in the world, the things that seem to hold him back will be converted into stepping-stones to higher levels. Like Lincoln, Garfield, Grant, Greeley, Burritt and the long list of our country's great men who had to struggle against far greater odds, without the advantages of the country boy of today, he will prove himself greater than his limitations."

### Lifting Grain by Suction

AT THE Millwall docks, London, a new installation of grain-handling and storing appliances has recently been put to work, including pneumatic elevators which draw grain out of the hold of a ship at the rate of 75 tons per hour for each elevator. Four work simultaneously, each dipping into a separate hold. The grain is lifted through flexible pipes to an elevation of 80 feet. Band-conveyors, electrically driven, having a total length of 24½ miles, carry the grain to the granary on the quay.

### What's Coming to You

THE big passenger steamship was nearing the end of its three-day journey from Seattle to San Francisco. On board was an actor who, without funds, had succeeded in getting a second class ticket. This had been his "poverty programme"—first day, sleep all day to keep from wanting to eat and sit up all night to keep from sleeping; and second day, physical culture exercises to keep his sanity. The third morning he could stand the strain no longer. Summoning all his nerve, he went down into the dining saloon and savagely, desperately, ordered the best meal on the boat. In his mind's eye, while eating, he could see the picture of a nice, plain, solitary cell in San Francisco.

He ate his fill, and at last the meal ended as all good things must. A dozen times the words froze and stuck in his throat, but they finally formed themselves for the waiter was apparently expectant. "How much do I owe you."

BONDED

G. G. G. C.

LICENSED

**WHEAT**  
**OATS**  
**BARLEY**  
**FLAX**

## To Our Farmers

When shipping your grain don't forget the Farmers' Co-operative Company. Don't follow the old-fashioned way of selling your grain on street. Be progressive: Ship in carload lots and get all there is in it. We check grading closely, and get top prices. Write us for information and prices. Find out about it and ship your grain to

**THE GRAIN GROWERS' GRAIN CO.**

445 MAIN STREET LIMITED  
WINNIPEG - MANITOBA



"Nothing," replied the waiter, "Your meals are all included in your ticket."

Are you extracting from life what is yours by right. Do you get all of what's coming to you? Are you worrying over nothing—which is twice as exhausting as any toil. Cheer up! It may not be as bad as you and the actor thought. There's a whole lot of unnecessary deprivation in this world, simply because we don't know enough at the right psychological moment to go up and swipe what belongs to us, devour it and get out of the way so somebody else can have a chance.

**That Which You Have To Do.**

- Do it better!
- Letting well enough alone never raised a salary or declared an extra dividend.
- And what was well enough for yesterday is poor enough today—do it better.
- Rescue that little task from the maw of dull routine—do it better.
- Seek out that automatic act of habit—do it better.
- Put another hour on the task well done—do it better.
- Strive not to equal. Strive to surpass.
- Do it better!—System.

# British Association for the Advancement of Science

## WINNIPEG MEETING, 1909

AUGUST 25th TO SEPTEMBER 1st

PATRON:

HIS MAJESTY THE KING

VICE-PATRON FOR THE WINNIPEG MEETING:

HIS EXCELLENCY EARL GREY, G.C.M.G., Governor-General of Canada

PRESIDENT:

PROFESSOR SIR J. J. THOMSON, Sc.D., F.R.S.

VICE-PRESIDENTS:

- THE RIGHT HONORABLE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., F.R.S.
- THE RIGHT HONORABLE SIR WILFRED LAURIER, G.C.M.G., D.C.L., Premier of the Dominion of Canada
- HIS HONOR SIR DANIEL H. McMILLAN, K.C.M.G., Lieutenant-Governor of the Province of Manitoba
- THE HONORABLE R. P. ROBLIN, Premier of the Province of Manitoba
- HIS HONOR A. E. FORGET, Lieutenant-Governor of the Province of Saskatchewan
- THE HONORABLE WALTER SCOTT, Premier of the Province of Saskatchewan
- HIS HONOR G. H. V. BULYEA, Lieutenant-Governor of the Province of Alberta
- THE HONORABLE A. C. RUTHERFORD, B.A., LL.D., Premier of the Province of Alberta
- HIS HONOR JAMES DUNSMUIR, Lieutenant-Governor of the Province of British Columbia
- THE HONORABLE RICHARD McBRIDE, LL.B., K.C., Premier of the Province of British Columbia

GENERAL TREASURER

PROFESSOR JOHN PERRY, D.Sc., LL.D., F.R.S.

GENERAL SECRETARIES:

MAJOR P. A. MACMAHON, R.A., D.Sc., F.R.S.      PROFESSOR W. A. HERDMAN, D.Sc., F.R.S.

ASSISTANT SECRETARY:

O. J. R. HOWARTH, ESQ., M.A., Burlington House, London, W.

LOCAL TREASURER FOR THE WINNIPEG MEETING:

JOHN AIRD, ESQ.

LOCAL SECRETARIES FOR THE WINNIPEG MEETING:

C. N. BELL, ESQ.  
W. SANFORD EVANS, ESQ., M.A. (Mayor)

PROFESSOR M. A. PARKER, B.Sc., F.C.S.  
PROFESSOR SWALE VINCENT, M.D., D.Sc.

Full Information as to Membership may be obtained from the Local Secretaries undersigned. All privileges of the Meeting may be obtained on payment of an Associateship Fee of \$5.00.

The various branches of Science will be represented by Meetings in Twelve Sections. SPECIAL ATTENTION MAY BE CALLED TO THE SECTION OF **AGRICULTURE**, WHICH HAS BEEN ORGANIZED FOR THE WINNIPEG MEETING. ARRANGEMENTS HAVE BEEN MADE FOR SPECIAL DISCUSSIONS ON WHEAT AND FOOD.

*C. N. Bell*  
*W. Sanford Evans*  
*M. A. Parker*  
*Swale Vincent*

**British Association to Meet at Winnipeg**

WE have much pleasure in drawing the attention of our readers to the great meeting of the British Association for the advancement of science, which event will take place the last week in August.

The last meeting of the Association in Canada (Toronto, 1897) was most successful, the number of members and associates present being 1362. During the twelve years that have since elapsed, great progress has been made in all branches of science, and it may confidently be anticipated that the forthcoming meeting will be of unusual scientific interest. The social success of the meeting depends largely upon the cordial support of the people of Manitoba and the Western provinces.

Much interest in the meeting has already been manifested in Canada and the United States, as well as in Great Britain, and it may reasonably be expected that a large number of scientists from both sides of the Atlantic will take advantage of the meeting—not only because of their interest in science, but in order to obtain a glimpse of the great Canadian West, and to meet its people. It is estimated that 400 to 500 members from Europe will be present, and it is hoped that the total number of members and associates attending the Winnipeg meeting will be at least 1,500.

The objects of the British Association are: To give a stronger impulse and more systematic direction to scientific enquiry; to promote the intercourse of those who cultivate science in different parts of the British Empire, with one another and with foreign philosophers; to obtain more attention for the objects of science, and the removal of any disadvantages of a public kind which impedes its progress. These objects it seeks to obtain by holding meetings in the principal towns and cities of the Empire; by appointing committees to investigate problems of special or general moment—such as those which concern crops and manures, effects of various conditions upon the growth of seeds and plants, meteorological observations and climatology (rainfall, temperature, etc.) the diseases of plants, the culture and preservation of food fishes, the protection of indigenous animals, the migration of birds, the natural history of unexplored regions, electrolysis, the phenomena of earthquakes, the teaching of science in elementary

schools, etc.; and by making grants of money in aid of such investigations.

This will be the fourth time only that the Association has met outside the British Isles; the previous occasions were: Montreal, 1884, Toronto 1897, and South Africa, 1905. The Annual Meeting of the Association lasts for one week, and it is perhaps the largest and most representative gathering of scientific men held in the year. The proceedings open with an address from the President; on the following days

meetings of the various sections are held, at which addresses are delivered, papers read, and discussions invited on subjects of general interest, special opportunity being given for the consideration of questions of local importance. On two evenings discourses are delivered by prominent men; during the week there are usually two conversaciones, open to all members and associates; and in Winnipeg two popular lectures will also probably be given free to the public.

**BINDER TWINE "CRICKET" BRAND**  
BEST MADE IN U. S. A.

Now offered to the progressive farmers of the Great Northwest, at lower prices than ever before. We sell annually to customers located at 19,000 postoffices in the States, and have been selling direct for nearly one quarter of a century, distributing direct from factory to farm more than double the quantity of any other concern in the world.

**YOUR NOTE LOOKS GOOD TO US.**

To protect credit buyers from exorbitant prices, charged by discriminating retailers, we will accept notes from responsible parties, payable November 1st, at only 4 per cent added to our low cash price, which we quote for this season, F.O.B. Winnipeg as follows:—

Standard, 500 ft. "Cricket Proof" .....	8c
Standard Manila, 550 ft. "Cricket Proof" .....	8½c
Manila, 600 ft. "Cricket Proof" .....	9c

Let us book your order NOW subject to cancellation or additions according to crop conditions. We were the originators of the liberal crop damage proposition. Remember, we want your business, and will treat you right. Cash or note.

**COOPER CORDAGE CO.** ALEXANDER and STANLEY ST. Warehouse B., WINNIPEG.

BRANDON

Operating in  
Manitoba, Alberta  
Saskatchewan

Subscribed Capital: **\$365,000**

Substantial Cash Deposits with  
**THREE PROVINCIAL GOVERNMENTS**

**Fire Insurance**  
Pure-Bred Registered

**Live Stock Insurance**

**Hail Insurance**  
(Manitoba and Saskatchewan)

On our Unbroken Record for Prompt Payment in Full of all Loss Claims we  
Solicit Your Patronage

**You pay the premium We carry the risk**

Full Information may be had from any Local Agent  
or the Head Office of either Company

**THE ALBERTA-CANADIAN THE SASKATCHEWAN**  
**INSURANCE CO. INSURANCE CO.**  
CANADA

EDMONTON REGINA





# SASKATCHEWAN SECTION

R. C. SANDERSON, Editor

## Grading of Wheat

EDITOR, GRAIN GROWERS' GUIDE,

Dear Sir,—Perhaps a few remarks on our present system of grading wheat, as compared with a sample market, will be of some interest to your readers. Located as we are, within 12 miles of the International Boundary, we at this point are in a most favorable position to judge by actual prices paid under both systems of grading.

The first wheat of any marketed amount hauled over the boundary was not until wheat was bought in bond. Three years ago farmers near the boundary greatly benefited by this privilege. The fall of 1908 ushered in a fine crop. The Board of Trade at this point called a meeting, the question was agitated, it was supposed the C.P.R. was to blame. Our four 35,000 bushel elevators loomed up like four great monuments, locating the place where heretofore 400,000 to 500,000 bushels of wheat had been hauled annually. But low and behold! Practically all the wheat south and north threatened going across the boundary, unless something be done to check this movement. We saved our north wheat by paying from 4 to 6 cents more for it. But this had no charms for our south farmer, who still insisted, and did haul 200,000 bushels tributary to Gainsboro across the line. This wheat was sold in bond, being shipped in bond to Kingston and Duluth, and should not figure in the question under discussion, as this wheat was bought under our Government Inspector deputies at Duluth and Winnipeg, one would suppose there could be no difficulty in either grade or price. It was not a trick of the "Yankee buyer" to get our wheat, as the American farmer received still 5 cents per bushel more for his wheat, raised within a "stone-throw" or just that imaginary line between, in the regular unbonded elevators. It was not car shortage, as Lyleton, Man., is only a few miles from the boundary and the facts are, wheat was hauled through and past it.

## Cars or No Cars

It was not because the C.P.R. freight rate was too high, as the rate from Antler, N.D., to Duluth and Pierson, Man., to Fort William are practically identical. It was not because our track price was equal to bonded price. If our track prices were as high we would have got the wheat. For the saying is as true as old: The only way you can educate the farmer is through his pocket-book. And I admire him for it, it is strictly 20th century business methods.

Summing up the situation we have nothing to look into but the relative prices paid under different systems of grading.

The price to the producer to set the world over by the grade he receives.

Taking this as a basis, we start out to compete in the world's markets, knowing we have the best wheat entering the world's market, Liverpool. We are told we must not lower our grade, as it would be wrong to do anything to interfere with our world-famed reputation as growers of No. 1 Hard wheat.

I would like to ask you, brother farmer, if it is our high standard of grading, or our superior soil and

climatical conditions that makes hard wheat north of the 49th degree of north latitude?

What we, as farmers, wish, is the highest price paid to the producer, and we are justly entitled to it, if we are raising a superior article.

If it is the Inspection Act of 1900 that has made our wheat superior on the Liverpool market, let us raise our grades still two grades higher. I suppose if this delusion was carried far enough our Canadian wheat would sell for 40 cents per bushel more than any wheat on the world's market. Fallacy! Rot!

Where has our No. 1 Hard gone to since the Inspection Act of 1900? Where has most of our No. 1 Northern gone to since this Inspection Act became a fixture on our statute books? Pick up any authentic literature from both continents and the British Isles, and you will read the truth in them—claiming that Canada raises the best wheat in the world. Take up the Free Press of Winnipeg and see the Government report of No. 1 Hard and No. 1 Northern sold by the farmer. They are certainly getting mighty scarce. Now, brother farmer, if it is self evident, either we are not raising it or the Inspection Act of 1900 has been detrimental. I am of the opinion that we are raising it. I am also of the opinion that our No. 3 Northern is equal to the American No. 1. And I am also of the opinion that any grading system that will permit of wheat weighing 60, 62 or 63 lbs. per bushel (not tagged) to be bought and graded No. 2 and 3 Northern is a system detrimental to the producer and should be abolished.

Brother farmer, just meditate a moment—wheat grown in our Canadian North-West conceded by the best wheat expert in the world to be the best. Grown in any climate, where the ablest scientists of the world claim soft wheat will become hard, make the question a laughable one.

The fallacy of our present system of wheat grading, compared with the American system, is very pronounced. Their system calls for cleaned wheat weighing 58 to 60 lbs. per bushel for No. 1. Our system, as practiced, lays no stress on weight; wheat may weigh 63 lbs. to the tested bushel, and it is left to the Government inspector to set the grade, which is in reality setting the price, or, in other words, you may have wheat weighing 62 or 63 lbs. per bushel and receive No. 3 price for it. If there is no intrinsic milling value to our wheat, which can only be obtained by weight, those Old Country millers must be mistaken as they are very anxious for it.

It looks feasible to me that wheat weighing 60 or 62 lbs. to the bushel will produce something like 42 lbs. of flour, while wheat weighing 56 lbs. to the bushel will yield about 33 or 34 lbs. of flour. Consequently all bought weighing 60 lbs. or over and at No. 3 price

Solicitors for Alberta and Saskatchewan

## ROBERTSON & DICKSON

Barristers, Solicitors and Notaries  
Public

Offices: Edmonton, Fort Saskatchewan and Stony Plain

## The Coming Universal Use of DE LAVAL CREAM SEPARATORS

The same economic considerations which have already brought about the practically universal use of creamery and factory sizes of DE LAVAL Cream Separators are absolutely certain to accomplish the same result in the use of farm and dairy sizes of such machines within the next five years. This is no mere advertising claim but the simple statement of a conclusion based on the logic of facts as positive as to outcome as the solution of a mathematical problem.

The DE LAVAL factory separator was invented 31 years ago and commenced to come into creamery use 28 years ago. Within a few years the original patents began to expire. 15 years ago there were a dozen makes of power cream separators on the market. Today the use of DE LAVAL factory machines exceeds 98 per cent and is almost literally universal. It has been so for five years. No effort is longer made to sell any other make of power separator.

The DE LAVAL hand separator was invented 23 years ago and commenced to come into farm use about 20 years ago. As the earlier patents expired there were more than 30 makes of such machines on the market five years ago. Today there are less than a dozen and not more than five which have a sale worth counting at all. Each year the number decreases and their sales become fewer and more difficult.

It makes an AVERAGE DIFFERENCE OF FIFTY DOLLARS A YEAR whether the farm user of a separator uses the DE LAVAL or some other kind. It will make that difference this year and go on making it until a DE LAVAL is used. A DE LAVAL catalogue helps to explain this and is to be had for the asking, as well as an Improved DE LAVAL machine for practical demonstration of it to any intending separator buyer.

**THE DE LAVAL SEPARATOR CO.**

Montreal      WINNIPEG      Vancouver

(not grade for grade is the price) is a loss of difference in above milling value to the producer.

This could not take place where weight is the gauge, for price is set by the weight—58 and 60 lbs., No. 1; 56 lbs., No. 2.

To conclude, I will say if my version of the situation is wrong, I wish to be corrected through your valuable paper.

Yours truly,

Gainsborough, Sask.

J. H. BECKER

### Time for a Change

THERE was sold on the Winnipeg exchange the other day a car of wheat that certainly has a history. It was shipped from the little town of Osler, on the Kirkella branch of the C.P.R. in November, 1904, and has been in storage ever since. The farmer who owned it was a Mr. Caswell. He did not want it graded at Osler, and it was shipped to the Western Elevator Company. The storage tickets which he received were made out on the ordinary form for graded tickets; but across the face was written "special binned wheat." Mr. Caswell's wheat was not sufficient to fill a car, and when the car arrived at Fort William, having graded No. 4 in Winnipeg, there were 300 bushels more in the car than Mr. Caswell had put into the elevator. The Western Elevator claimed this as their wheat. Mr. Caswell claimed that this was special binned wheat and there should have been only his wheat in the car. The matter went into the courts and recently the judge decided against him. The wheat was sold last week at \$1.15 odd; the storage charges were \$353.50.

The above suggests a nigger on the fence somewhere, and would lead one to believe that the farmers' grievance against the elevator companies is justified. In the very best light that 300 bushels should not have been there. If the wheat was not special-binned, the owner did not get justice in grading; if it was special-binned, how did the 300 bushels get there, unless by short weight having been marked on the tickets, and the owner soaked. Or if the elevator man filled up the car out of another bin he had no right to do so, because the wheat was not graded. In any case it does not place the elevator in the higher estimation of the farmer—Heward Chronicle, Sask.

### U.S. Grain Grades

A LOT of dissatisfaction has existed in certain sections of the grain and flour trade circles of the United States for some years past at the multifarious grading systems in vogue in that country. There are 31 different grading systems dealing with 57 distinct varieties of wheat, besides corn, oats, etc. At the present time the same sample of wheat may be given different gradings in different states. A big fight has been waged by the farmers, millers and certain sections of the grain trade to have a uniform or national grading system established along the same lines as ours. This has been opposed successfully so far as the large elevator interests, for the reason that they have large mixing plants operating at such points as Kansas City, Duluth, Minneapolis, etc., where they buy their wheat on the sample markets and mix or "skin" it to suit various gradings. The farmers have been opposing this system on the ground that this mixed or "skinned" wheat fixes the price they receive, and the millers on the ground that the intrinsic value of this wheat is lower than that of the same wheat coming direct from the farmers. The Millers' National Federation have recently reiterated



their opinion already several times expressed in the following resolution:

Whereas: The best interests of the milling industry may be conserved through uniformity in the grading of our raw materials in the various grain exchanges of the country; and

Whereas: The Grain Dealers' National Association has developed such grading rules to a point approaching perfection as nearly as may be; therefore be it

Resolved:—That the Millers' National Federation hereby endorses the uniform grades of grain as adopted and promulgated by this Grain Dealers' National Association, October 15, 1908.

### Canadian Capital Abroad

THE Standard Life Assurance Company, of Edinburgh, has invested in Western Canada approximately \$17,000,000, and the manager of that company, Mr. L. W. Dickson, is at present in Winnipeg with a view to making arrangements for increasing the amount it has invested in this country. Mr. Dickson is not one of those representatives of British capitalists that need the lecture recently given to Britishers by Mr. J. O. Smith in London, respecting their giving more attention to Canadian investments. But what will Mr. Dickson, on his first visit to Canada, think when he finds that several of Canada's foremost bankers, and capitalists like Wm. Mackenzie, are continuously going to London to borrow money for Canadian enterprises, and at the same time are investing in electrical and street railway enterprises in Mexico and South America?

Mr. Dickson, as the most active participant in the administration of the affairs of a business concern having \$17,000,000 invested in this country, can speak from experience as to the advantage of Canadian investments. The fact that still further investments are being made by his company in Western Canada indicates how satisfactory its present investments in this country are. It must appear to the Britishers like Mr. Dickson, somewhat strange that leading Canadians should be using their capital and directing other Canadian capital to enterprises in Mexico and South America when there are so many opportunities for using it to advantage in Canada. It may be that the Canadians who are playing so important a part in the development of Mexico, Cuba, Brazil and Venezuela find it possible to borrow money in London upon the endorsement of bonds by the Provincial Governments of Canada, whereas the endorsement of the Governments of other countries in which they operate does not make securities so easy to negotiate. They thus exploit Canada with British money but reserve the higher rate of earnings obtained in foreign enterprise for their own money.

In doing this, individuals can claim that they have a perfect right to invest their money where it yields to them the best results. But the same reason cannot be accepted from institutions that control the savings of the people and are granted privileges under the laws of the Dominion. Upon the men who direct the trend of investment of British money, the fact of Canadian domestic capital being invested abroad to so large an extent must leave the impression that eminent Canadians know of a better place to put their money than their own country. But though so much Canadian effort and money is being spent in the development of other countries, it is a good augury that so many British agencies through which great sums of money are coming to this country for investment, are more than satisfied with their Canadian investments.

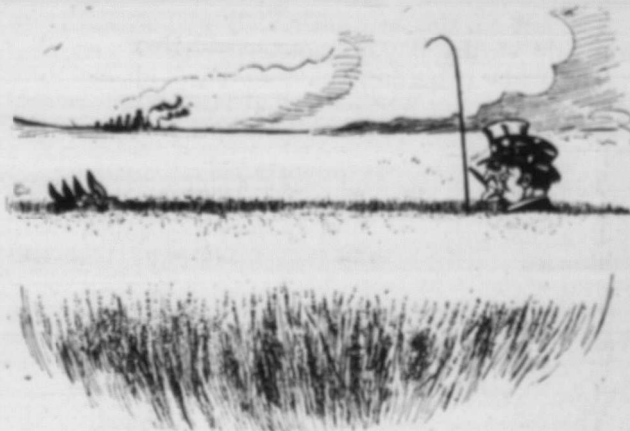
### MUST NOT SELL DIRECT

#### A. K. Godfrey Objects to Farmers' Cheap Rates

Vancouver, B.C., June 4.—Charges that the coast saw mill men have been violating trade ethics by selling direct to consumers east of the Rockies, is made by A. K. Godfrey, of Winnipeg, Secretary of the Western Retail Lumber Association. He made the charges at a meeting today of the British Columbia Lumber and Shingle Manufacturers' Association. Godfrey, with no little irony, created consternation when he accused the coast men collectively of passing up the intermediate prairie retailer in order to sell direct to the farmer. Godfrey declared that tenders for bids on fat orders submitted by an alleged farmer of Moose Jaw had elicited replies from 26 coast mills. Of course, the farmer in question had no existence. It was a device adopted by prairie retailers, and a majority of the coast mills fell headlong into the trap.

#### Wheat Shortage

IN READING the daily papers we are struck by the fact that they seek to throw all the onus of the advance of the price of wheat and flour on to Mr. Patten. As our readers, who study the market and crop returns, know quite well, Mr. Patten's operations have at most only been a contributory cause to the boom. There is a shortage in our principal cereal all over the world at the present time; Mr. Patten was only one of those who saw that a rise in

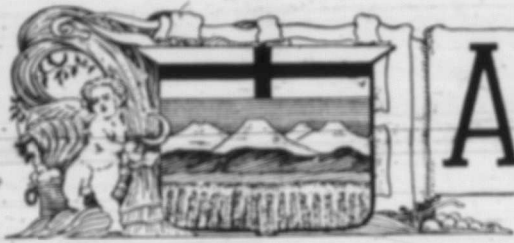


"It's a Fine Country, But You Can't See It For The Wheat."

price was inevitable. The number of cargoes of new Plate wheats that have been diverted to the continent is evidence of the shortage there, and many experienced corn merchants believe that there is little likelihood of prices being much lower after allowing for the present re-action. The visible supply is undoubtedly below the normal, but the present prices are certain to bring our grain from what we might call unexpected sources.—The Miller, London, Eng.

#### Guaranteeing Bank Deposits

A COMMITTEE representing practically all of the larger surety companies in the United States has been formed to draw up a plan of insuring deposits for national banks in the states which have passed laws guaranteeing the deposits of state institutions. Such laws were passed in Texas, Kansas, Nebraska, and Oklahoma following the panic of 1907, and the national banks which do not come under the state guarantee have suffered in some localities, more particularly in the smaller towns. The companies which have undertaken to look into the feasibility of helping the national banks out with guarantees have aggregate assets of about forty million dollars.



# ALBERTA SECTION

EDWARD J. FREAM, Editor

## GLEICHEN UNION NO. 96

The usual monthly meeting of Gleichen Union was held in the school-house, and was well attended by the local farmers. Some American visitors were present.

After the minutes had been read and some correspondence disposed of, the meeting considered the advisability of erecting an elevator, also what steps could be taken towards encouraging the government in building and operating a pork packing plant, the only obstacle being the uncertainty of getting enough hogs to keep the plant going continually.

Mr. Umbridge led a discussion on irrigation management, followed by Mr. L. A. Moore, but the most interest seemed to be centered in the winter wheat problem, "Irrigation versus Dry Ground." The meeting was unanimously in favor of the former as all reported that where the land was watered last fall the crop was most luxuriant.

## HILLSDOWN UNION NO. 59

The last meeting was moderately well attended and was held at Mr. W. O'Connor's residence.

The binder twine question was brought up, and there seems to be every possibility that farmers will be able to get their twine quite a bit cheaper than last year, through the Union.

The hail insurance and pork packing questions were after a lengthy discussion left over till the next meeting.

Everyone present was in favor of a custom gristing mill being started in Red Deer by the Alberta Pacific Elevator Co.

It was decided to hold the next meeting in the Valley Center School-house.

## FISHBURN UNION NO. 88

The following resolution has been adopted by the Fishburn Union.

Resolved: That the loss caused to the grain growers through the depreciations of gophers is of more moment to us than the loss by coyotes and wolves, and that we memorialize the Minister of Agriculture, through the General Secretary, to secure legislation to enable us to procure strychnine at wholesale prices, and that the General Secretary be requested to try and secure the co-operation of local unions to accomplish this.

## BON ACCORD UNION NO. 2

The last meeting was addressed by Mr. W. F. Stevens, Live Stock Commissioner.

There was a large attendance, and every one was pleased with Mr. Steven's outline of the pork packing proposition. It is expected that the matter will receive quite a lot of support in the Bon Accord district.

BANFF	ALBERTA
<b>HOTEL KING EDWARD</b>	
N. K. LUXTON, Prop.	
<b>CANADIAN NATIONAL PARK</b>	
Rates \$2.00 Per Day	
BANFF	ALBERTA

## INNISFAIL UNION NO. 10

The regular meeting of Innisfail Union No. 10 was held in the Council Chambers, May 21st at 1 p.m., with Vice-President Wilson in the chair.

The tender of W. H. Kemp for supply of binder twine was accepted.

The arrangements for the picnic on Dominion Day were discussed and it was decided to try and secure several prominent speakers for the occasion.

In view of the interest taken this year in regard to the winter killing of fall wheat it was resolved to devote some time at next meeting to a discussion of the best methods of cultivation of same.

The next meeting will be held on June 18th, and there will then be brought up the resolutions before the Union in regard to hail insurance and the Western grain route.

## AGRICOLA UNION NO. 7

The regular meeting of Union No. 7 was held in the school-house on Monday evening, May 3rd, at 8 p.m.

The roll was called and it was considered there was a very good attendance considering the busy time of the year. The minutes of the last meeting were read and adopted.

## MORE POWER TO THE LABOR PRESS

Means More Power to the Toilers of the Soil

The City Workers and the Farmers must work in harmony to secure better conditions. To help along the good work

SUBSCRIBE FOR

# The Voice

Canada's National Labor and  
Social Reform Weekly Paper

Fill out this form and mail it along with \$1.00:

1909
To The Voice Publishing Co. 211 Rupert St., Winnipeg
Please send me The Voice for one year, for which find enclosed \$1.00
Name .....
Address .....

The Voice has never missed an issue since its commencement, 16 years ago.



It was moved and seconded that this branch of the U.F.A. are not in favor of a compulsory hail insurance, but farmers who wish to insure against hail may insure with the Alberta Government at their own expense.

A resolution was passed in favor of Local Improvement Councils having full control as at present, and strongly opposing the passing of the Highway Improvement Act, also the branch recommends that the Department of Public Works furnish the Council with planking for the repairs to the covering of bridges as serious accidents are likely to happen through the delay occasioned by local councils having to notify the Department of Public Works as at present.

The Secretary was instructed to secure prices for binder twine and have same for presentation at the next meeting.

A picnic will be held on June 17th, and a good programme of speeches, racing, ball game, etc., is being arranged. The picnic is to be held north of the schoolhouse, and Messrs. Bryans, Adamson and Attewell were appointed a committee to have all things arranged.

#### WAVEY LAKE UNION NO. 30

A well attended meeting of Wavey Lake Union No. 30 was held on Friday evening, April 30th, and after considerable business had been disposed of and interesting debate on the subject, "Resolved that a system of compulsory hail insurance is advisable in the interests of the farmers of Alberta," was held, and the affirmative declared the winners by a small majority.

The resignation of Mr. M. R. Lyster as Secretary of the Union was accepted, and Mr. W. L. Richardson appointed in his stead.

#### VEGREVILLE UNION NO. 4

The regular meeting of Vegreville Union was held in their hall, there being a good attendance.

Six tenders were received for binder twine, three from local firms and three from outsiders. The local tenders were the highest, but preference was given the home firms and the contract awarded to T. D. Beatie.

The members all expressed regret at the loss sustained by the Union in the removal of Mr. A. E. Wilson to British Columbia. Mr. Wilson was a member of the organization from the start and was one of the most faithful and efficient men in the ranks. Before leaving, Mr. Wilson promised that, should the Union decide to hold any social events, all that was necessary was to advise him and he would supply the apples, etc., from his ranch in B.C.

President Gascoigne will lead the next meeting, dealing with the social side of the U.F.A.

Further meetings of the Union will be held on the fourth Saturday only of each month, at three o'clock, until further notice.

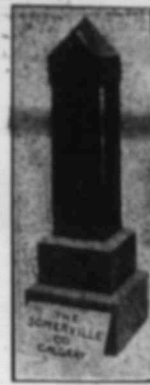
#### BATTLE BEND UNION NO. 93

Last year the Battle Bend Farmers' Association was formed at Leopoldville, and at the last meeting it was decided to transfer and make over the Association into a Union of the U.F.A.

This Union is an active one and will be heard from in the future.

#### ROSENROLL UNION NO. 97

The Rosenroll Union has unanimously passed a resolution asking for a compulsory hail tax to be collected the same as a school tax by the Government officials or by the treasurers of small local improvement districts.



## Calgary Marble AND Granite Works

SEND FOR FREE  
CATALOGUE

The Somerville Co.  
211 10th Avenue West  
Calgary - Alberta

#### RAYMOND UNION NO. 47

Raymond Union has recently been reorganized and is now in first class shape.

The matter of transportation is one which is vitally affecting the members and all feel that they have just cause to complain and to ask for assistance in righting the wrongs of excessive freight and express charges by the railways in the district. The express charges from Lethbridge to Raymond, a distance of about 28 miles, are the same as from Lethbridge to Winnipeg, a distance of nearly 700 miles. The freight charges are also unreasonable. These rates are over the Alberta Railway and Irrigation Company lines.

#### BLINDMAN UNION NO. 65

At the last regular meeting of Blindman Union, the following resolution was presented and adopted:

Resolved: That in the opinion of this meeting that in the event of the Government establishing a pork packing plant the advance price paid to patrons for their hogs at the time of delivery be not less than the ruling market price at the time the hogs are delivered, and that the Government be asked to furnish copies of the contract to be entered into with the patrons at as early a date as possible so that the matter may be fully discussed at a meeting of the Union.

A committee of eight members was elected to help the President and Secretary to arrange a programme for each meeting, to discuss ways and means for making the meetings as interesting as possible, and to see that notices are posted giving date and time of next meeting, and as far as possible, state on notices what matters will be up for discussion, the committee to meet at least one week before each regular meeting and arrange details.

#### ROSE VIEW UNION NO. 63

At the last regular meeting of Rose View Union, held on May 17th, a resolution was unanimously adopted endorsing the report of the Chilled Meat Committee. The following resolution relating to the hail insurance question was also adopted:

That this Union is in favor of the compulsory hail insurance, provided all land is taxed, because the rancher's land is improved by the farmers and the latter are risking all their capital to improve the country and thereby increase the value of the land.

#### WEILER UNION NO. 86

The Weiler Union at the last meeting unanimously passed a resolution asking that the Government let all Government road work by tender, instead of the present system, as it is believed that letting the work by tender would result in better road work being done at considerable less expense than the present method.

**STRATHCONA UNION NO. 1**

The regular meeting of Strathcona Union No. 1 was held in the Balaam Block, Strathcona, and most of the districts around were represented. The President took the chair at 3 p.m. and the afternoon proved too short to get through all the business on hand. The minutes of the previous meeting were adopted, after which the roll of 104 names were called, and the members present recorded.

Tenders from local and other dealers for the supply of binder twine and formalin were opened. J. J. McKenzie was awarded the binder twine order for 15,000 lbs. of Plymouth twine at 9½c. per lb., and J. W. Morris got the formalin order at 25c. per lb. Any farmers in the Strathcona district wishing to take advantage of prices on twine, or in fact to share in any of the many benefits of the U.F.A., may do so by sending in their names and the membership fee of one dollar to the Secretary, Richard Sheppard.

It is requested that all farmers having grain of any kind for sale will notify the Secretary at once, as the exporters are enquiring for supplies at good prices.

Letters were read dealing with pork packing plant, hail insurance, terminal and line elevators, entertainment, etc., and laid over till the next meeting.

**RED DEER UNION NO. 82**

President Bower presided at the last meeting and owing to the farmers being busy with seeding operations, there was a small attendance.

The President said he had interviewed Mr. Strong, Manager of the Alberta Pacific Elevator Co. regarding the question of gristing for farmers at the mill at Red Deer. Mr. Strong at first absolutely refused to entertain the proposition, but afterwards, when he understood it was only for local grinding, consented to consider the question. He was greatly pleased with the business at the present time, and if he could get a miller who could do gristing and at the same time attend to the other branches of the business he might do it. He would positively do nothing but custom work, but would do this work as well as a custom mill could do it. Mr. Strong would do gristing as cheap as other mills but the farmers must show interest in the scheme before the company would take it up.

On motion of Messrs. Hargrave and Jenkins the Secretary was instructed to write Mr. Strong assuring him of the support of the Union in the event of his company introducing gristing machinery in their mill at Red Deer.

Mr. McBlain spoke of his steers which he had just sold. They were four years old, averaged 1460 pounds and brought 4½ cents a pound. Thus he got \$65.70 each for his steers, which ought to satisfy any farmer.

The President said he had been offered 40 cents a bushel for his oats. He also drew attention to the draft agreement sent out by the Live Stock Commissioner for farmers to sign as a guarantee for the packing plant. He thought the agreement should be modified as in the proposed form it was too strong to suit the farmer.

Mr. Jamieson and Mr. McKinnon also opposed the signing of the agreement and moved a resolution that in the opinion of the Red Deer Union the U.F.A. guarantee, which the members have signed, meets the reasonable assurance of hogs asked for in the report of the Pork Commission, but believe also that the provincial executive of the U.F.A. should wait upon the Government to draft an agreement between the Government and the farmers which should be satisfactory to the executive and the Department of Agriculture.

**STETTLER UNION NO. 89**

There was a small attendance at the last regular meeting of Stettler Union. Mr. W. F. Stevens, Live Stock Commissioner, was expected to be present, but as he did not arrive the President, Mr. T. H. Adair, addressed the meeting as follows:

"As Mr. Stevens has failed to arrive, we will have to conduct this meeting without him, but we regret very much his inability to be present as we feel he would have been able to give us some very valuable information on the subjects on which we are to deal. There is one thing I wish to bring before the meeting today; that is, the opening of the bids for twine."

After some lively discussion, a committee consisting of Messrs. Sheaser, McKinney and Adair was appointed to go before the local men, examine their twine and prices and bring in a full report at the next meeting.

The following resolution was drafted and ordered to be forwarded to the Telephone Department of the Government:

The Stettler branch of the U.F.A. desires to express their appreciation of the prompt action you have taken in granting the petitions for the farmers' telephone line to Red Willow and Wall Lake, and we trust the Department will continue to extend these lines as fast as the farmers and country demands.

It was decided to request the editor of the Stettler Independent to have a representative present at the meetings of the Union so that same will be fully reported.

After some discussion relative to the advisability of having two or more members of the U.F.A. as members of the Board of Trade to represent the farming districts of the country, Dr. Staples, President of the Board of Trade, addressed the meeting and stated the Board would be only too glad to have the U.F.A. represented. He recommended the appointment of same.

It was decided that the President appoint three members of the U.F.A., one from the East, one from the South, and one from the North of town, to represent the farmers on the Board of Trade.

It was decided to take up with the Warehouse Commissioner the question of remodelling and enlarging the loading platform at the depot so that it can be utilized by farmers wishing to load or unload cars.

The question of a Fall Fair was discussed at some length and it was decided that it was time to get busy and make arrangements for same. A committee was appointed to make arrangements for a picnic, the proceeds to go towards premiums for the fair.

A prominent United States Senator, when challenged by a colleague as to a vote recently given on the tariff question, if scores of his constituents had not written him requesting him to support the changes in the tariff, naively replied, "Yes," but the writers of those letters had never attended a primary of the party.

**J. I. Case Plow Company After Canadian Business**

The J. I. Case Plow Company of Racine, Wis., have just arranged with the Harmer Implement Co., of Winnipeg, to handle their line of plows, harrows, and other tillage implements in Western Canada. These goods are well and favorably known in this territory, having been handled for a number of years by the Balfour Implement Co. prior to that company going into liquidation in 1907. Mr. R. C. Anderson, Secretary of the J. I. Case Plow Co., was in the city for a few days recently arranging the new agency.





# MANITOBA SECTION +

Co-operation by farmers can beat any "trust."

\*\*\*

There are some farmers so thick-headed as to imagine that they are sharp enough to keep their eye peeled for all "skin games," as they are called. They do not know the origin of the remark "skin game," but anyway, they are wise ones. I have attended meetings where good patriotic men were helping organize a local Association, and heard the remark "that fellow is a skinner and I wonder who is paying his way here to talk to us."

I have watched this same man who made the remark, after his Association was organized and he was the first man to kick on the management. He was the first man to go over and sell to the enemy. He was the first to holler about the expense.

Then he also wants to be President, the Secretary and the whole works. If he don't get all these things, he becomes a "knocker." Let me give you some advice—don't spend any time with him. Kick him out of your Association; the quicker you get rid of him the better for all concerned.—Subscriber.

\*\*\*\*\*

Can you give a good reason why the farmers should not organize for their own protection just as the bankers and other industrial classes have done? If you can, please come out in front of the crowd and speak your piece openly so that we can all hear you. There has never been a good reason given as yet, and a real good one would be acceptable, if only on account of its originality.

\*\*\*\*\*

Many young men, ambitious to make a career for themselves, have rushed from the farm to the city without stopping to consider the opportunities for success in agriculture. They have found the professions over-crowded, the competition in business circles a struggle for existence, the glamor of the city disappears and they realize that they have overlooked and passed by the opportunities for success that were open to them in the country. The opportunities in agriculture were never greater than at the present time.

\*\*\*\*\*

The farmer is stronger than the monopolist

Though the farmer is stronger than the monopolist the monopolist manages him for his own purposes. He puts a bridle called "loyalty to party" in his mouth, a saddle on his back and rides him where he wills.

He puts harness made of "prejudice" on the farmer and by making speeches to him and giving him plenty of taffy, induces him to walk and draw a monopolist carriage.

The farmer does much hard work, but the money gained by the farmer's work the monopolist appropriates for himself.

The farmer is very useful to the monopolist.

Moral: Those who do not use their brains for themselves must use their muscles for somebody else.

\*\*\*\*\*

Science is replacing superstition. Brain is replacing brawn.

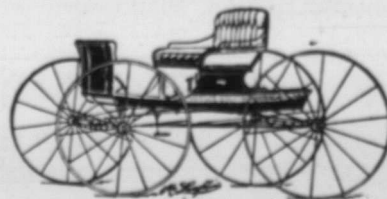
## FOR PUBLIC ELEVATORS

### Western Men Engage In An Active Propaganda

ACCORDING to Mr. John Kennedy, of Winnipeg, Vice-President of the Grain Growers' Grain Co., who was in the city yesterday, the Western farmer is very much in earnest about the securing of better elevator facilities in the West. At the present time, he says, petitions intended for the local legislatures of Manitoba, Saskatchewan and Alberta, and for the Dominion Government, are being circulated and widely signed. Other grain bodies are being interested in the movement, and Mr. Kennedy is hopeful that within a comparatively short time the local and terminal elevator question will be considered and dealt with at Ottawa.

The Grain Growers' Association are urging the Government to act with them. They ask that an independent commission be appointed to place a value upon the fifteen hundred elevators now in private hands in the West, and upon the terminal elevators at Port Arthur and Fort William. They will offer to buy out these plants at the valuation placed upon them by the commission, and place their own men in charge.

## Useful Vehicles For The Farm



We make a specialty of supplying demoprats and buggies to farmers in Northern Alberta. No matter where you live it will pay you to get our prices before you buy. Send for our catalogue. It will tell you how to save money. Our stock always includes a large assortment of McLAUGHLIN and WM. GRAY & SON vehicles. Get our prices on WOVEN WIRE FENCING AND PLYMOUTH BINDER TWINE. SPECIAL QUOTATIONS ON LARGE ORDERS.

## The Bellamy Co.

Cor. Rice and Howard Sts.,

EDMONTON, Alta.

No compulsion is to be placed upon the present owners as to selling out, but they will be confronted with opposition, because the association is prepared, Mr. Kennedy says, to erect other elevators in the same towns. The net result would be a chain of Government-controlled elevators all through the West, in addition to those at the head of the lakes.

The reason for the present outcry is that the growers feel they are being discriminated against as to how and when they must dispose of their grain. They say they are often compelled to sell at ten cents a bushel under actual values. They also say that seventy-five per cent. of the local elevators in the West are controlled by the railways, which thus make three profits in the handling—on the first storage, then on haulage, and again on the storage in their elevators at the head of the lakes. This should not be, they say, so they ask to have the storage facilities placed in the hands of the producers. A delegation composed of representatives of various bodies will go to Ottawa in the near future and urge this matter upon the Government, when the petitions will also be presented.

Mr. Kennedy is here primarily to present the reports of his association to the bank which is financing them. He had a long interview yesterday with Mr. C. B. Watt, the President of the Millers' Association, in connection with the matter of elevator storage.

Toronto Globe.

The Grain Growers of Boissevain held a meeting, on June 26th. Harvest help, purchasing of binder twine, appointing crop reporters for the district, and other matters of interest to the farmer were discussed.

J. J. Musgrove was appointed Crop Reporter.

Arrangements were made to send a man to Winnipeg during the harvest excursion, to secure sufficient help for the grain growers of the district.

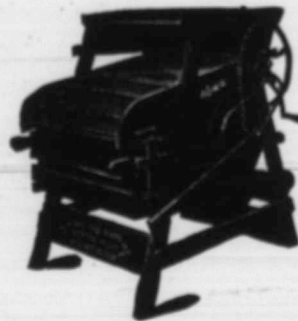
The Grain Growers' Association of Minitonnis is taking steps to set up a portable elevator at their station for the benefit of farmers who have not a car-load of one grain to ship. The Secretary writes: "We intend to make the local elevator 'so sick.' They have been making us 'sick' long enough."

The Export Grain Co. has been organized in Brandon with a capital of \$200,000. Brandon will be the chief place of business.

The Miami Farmers' Elevator Co. held their annual meeting on the 10th inst. The shareholders present were well pleased with the result of the year's operations.

# HERO GRAIN SEPARATORS

THE ONLY PERFECTLY ADJUSTED FANNING MILL ON THE MARKET



The Hero needs no re-adjustment. No experimenting required.

Every Machine Guaranteed

End shake, perfect construction, automatic self-feed.

The Best in The World

When buying a Fanning Mill buy a good one, The Hero has stood the severest tests for five years. It still heads the list.

Sold by all leading dealers in Western Canada.

MANUFACTURED BY THE

**HERO MANUFACTURING CO. LTD.**

COR. JACKSON AND LEVIS STS. ELMWOOD

Winnipeg, Man.

## QUOTATIONS IN STORE AT FORT WILLIAM FOR JUNE 1909

DATE	WHEAT										BARLEY				CASH OATS										
	1°	2°	3°	4	5	6	Feed	Rej. 1 1	Rej. 1 2	Rej. 2 1	Rej. 2 2	Rej. 1° Seeds	Rej. 2° Seeds	3	4	Rej.	Feed	2 cw. 3 cw. 1 Fd. 2 Fd.							
1	126 3/4	124	122 3/4	116 1/4			85	120 3/4	117 3/4	117 3/4	115 3/4	117 1/2	114 1/4					57 1/2	55	54	52 1/4	51 1/4	51 3/4	50 1/2	
2	126 3/4	124 3/4	123 3/4	116 3/4			85 1/2	121 3/4	118 3/4	118 3/4	116 3/4	118 1/2	115 1/2					57 1/2	55	54	53 1/4	52 1/4	52 1/2	51 1/2	
3	126 3/8	124 3/4	123 3/4	116 3/4			85 1/2	121 1/4	118 1/4	118 1/4	116 1/4	118 3/4	115 1/4					60	56	55	53 3/4	52 3/4	53	52	
4	126	124	122 3/8	115 3/4			85	121	118	118	116							60	56	55	54 1/4	53 1/4	53 1/2	52 1/4	
5	127 1/4	125	123 3/4	116 3/4			85	121 1/2	118 1/2	118 1/2	116							59	56	55	57 1/4	54 1/4	56 1/2	55 1/2	
7	129 1/4	127 3/8	126 1/8	118 3/8	108	96	86	124	121	121	119							60	56	55	57 1/2	56 1/2	56 3/4	55 1/2	
8	128 1/2	126 1/2	125	117 1/2	107 1/2	95 1/2	86	123 1/2	120 1/2	120 1/2	118 1/2							60	56	55	56 3/4	55 1/2	56	54 3/4	
9	129 3/4	127 3/8	125 3/8		107 3/4	96	87	124 1/2	121 1/2	121 1/2	119 1/2							60	56	55	56 1/2	55 1/2	56	54 3/4	
10	130 1/4	128 3/4	125 3/4	119 1/2	107 1/2	95 1/2	87	125	122	122	120							61 1/2	56	55	56 1/2	55 1/2	56	54 3/4	
11	133	131 3/4			108	96	87	125	122 1/2	122 1/2	120							61 1/2	60	56	55	57 1/4	56	56 1/2	55 1/2
12	134 3/4	131 3/4	125 3/4			96	87	125	122 1/2	122 1/2	120							61 1/2	60	56	55	58	56	56 1/2	55 1/2
14	135 7/8	133 7/8	126 7/8		107	96	87	125	122 1/2	122 1/2	120							60	58	56	55	57 5/8	56	56 1/2	55 1/2
15	131	129 1/4	123 3/4	115	105 1/2	95	86	125	122 1/2	122 1/2	120							60	58	56	55	54 1/2	53 1/2	53 3/4	52 1/2
16	129	126 3/4	123 3/4	116	105	95	86	124	121 1/2	121 1/2	119							60	58	56	55	55	53 3/4	54	53
17	127 7/8	125 3/8	122 3/8	115 1/4	105	95	86	122 3/4	119 3/4	119 3/4	117 3/4							60	58	56	55	54 1/2	53 3/4	53 3/4	52 1/2
18	126 3/8	124 1/4	121 1/4	114	105 1/2	95 1/2	85	121 1/4	118 1/4	118 1/4	116 1/4							60	58	56	55	55	54 1/2	55	54
19	126 3/4	124 3/8	122	114	105 1/2	95 1/2	85	121 1/4	118 1/4	118 1/4	116 1/4							60	58	56	55	55 1/2	54 1/4	54 1/2	53 1/2
21	128	126 3/8	122 3/8	115	105 1/2	95 1/2	85	123	120	120	118							60	58	56	55	55 1/2	54 1/4	54 1/2	53 1/2
22	129	126 7/8	123 3/4	117	106 1/2	96 1/2	85	124	121	121	119							60	58	56	55	55 1/2	54 3/4	54 1/2	53 1/2
23	129 3/8	127	123	117	106 1/2	96 1/2	85	124	121	121	119							60	58	56	55	55 1/2	54 3/4	54 1/2	53 1/2
24	130 3/4	128	124	118	107	97	84	125	122	122	120							60	58	55	53	55	53 3/4	54	53
25	132 3/4	130	124 1/2	118 3/4	108	98	84	125	122	122	120							60	58	55	53	55	53 3/4	54	53
26	133 1/4	130 3/4	124 3/4	119	108	98	84	125	122	122	120							60	58	57	54	55 1/4	53 3/4	54	53
28	132 3/8	129 3/8	123 3/4	119	108	98	84	125	122	122	120							60	58	57	54	55 1/4	53 3/4	54	53
29	132 3/4	130 3/4	125	119 1/2	108 1/2	98 1/2	84	125	122	122	119							60	58	57	54	55 1/4	53 3/4	54	53
30	133 3/8	130 3/4	126	119 1/2	108 1/2	98 1/2	84	125	122	122	120							60	58	57	54	55 1/4	53 3/4	54	53





T. W. Knowles  
One of the Guide's most energetic subscription  
drummers

**FRED C. HAMILTON**  
**REAL ESTATE**

Renting, Loans and Valuator  
Phone 1156 Suite 1, Bank of Hamilton Chambers  
**WINNIPEG**

**SNAPS IN HOUSE PROPERTY**

Corydon Avenue, near Wellington Crescent, frame eight roomed house in fair condition on large lot 30 x 120 to lane. This is on car line and will develop into business property. Price four thousand. Terms.

Winnipeg Avenue, fully modern frame nine roomed house in first class condition, also stable, lot 33 x 110. This is an A1 proposition. Price four thousand. Terms.

**FOR SALE**

12 horse power J. I. Case Portable. Used five seasons. In good repair. Apply to:

**JAS. A. FINDLAY, Oak Bluff, Man.**

**STATEMENT OF GRAIN SHIPMENTS**

Which have passed the Inspection Point at Winnipeg during the month ending June 30th, 1909, as supplied by the Chief Inspector of Grain, Manitoba Grain Inspection Division.

To Secretaries of Grain Growers' Associations

A "WILLSON" STYLE  
**FOUNTAIN PEN**

is most convenient and useful

By mail, post paid, for \$1.00

**THE WILLSON STATIONERY CO. LIMITED**

Regina WINNIPEG Calgary

**Cameras - Kodaks**

Order Your **PHOTO SUPPLIES**

FROM

**STEELE, MITCHELL Limited**

213 RUPERT AVENUE (near Main St.)  
WINNIPEG Manitoba

Pure Photo Chemicals  
Films and Plates Developed  
and Finished

Dominion Express Money  
Orders Issued Here  
Phone—Main 5670

SPRING WHEAT		OATS	
	Cars		Cars
1 Hard	1	Extra No. 1	
1 Northern	340	No. 1 Can. Western	12
2 Northern	553	No. 2 Can. Western	331
3 Northern	653	No. 3 Can. Western	51
No. 4	168	No. 2 Mixed	1
Feed	6	Rejected	20
Rejected 1	60	No Grade	4
Rejected 2	67	Condemned	1
No Grade	59	Extra No. 1 Feed	129
Rejected	43	No. 1 Feed	71
1 Hard White Fife	2	No. 2 Feed	21
No. 5	73		
No. 6	10	<b>Total</b>	<b>641</b>
No Established Grade	4	Barley	
			Cars
<b>Total</b>	<b>2039</b>	No. 1	
		No. 2	
		No. 3 Extra	
		No. 3	35
		No. 4	22
		Rejected	5
		No Grade	1
		Feed	3
		<b>Total</b>	<b>66</b>
		Rye	
			Cars
		No. 1	
		No. 2	
		<b>Total</b>	
		Flax Seed	
			Cars
		No. 1 N.W. Man.	15
		No. 1 Manitoba	6
		Rejected	2
		No Grade	
		<b>Total</b>	<b>23</b>
WINTER WHEAT		Last Year	
	Cars		Cars
No. 1 Alberta Red		Wheat	2603
No. 2 Alberta Red	5	Oats	682
No. 3 Alberta Red	2	Barley	43
No. 1 White Winter		Flax Seed	70
No. 2 White Winter		Rye	
No. 3 White Winter	3	<b>Total</b>	<b>3398</b>
No. 1 Mixed Winter			
No. 2 Mixed Winter		C.P.R.	1943
No. 3 Mixed Winter	1	C.N.R.	485
Rejected 1	1	G.T.P.	48
Rejected 2	2	Calgary	257
No Grade		Duluth	51
Rejected			
No. 4	2	<b>Total</b>	<b>2784</b>
No. 5			
<b>Total</b>	<b>15</b>		

# OUR GREAT MIDSUMMER SALE

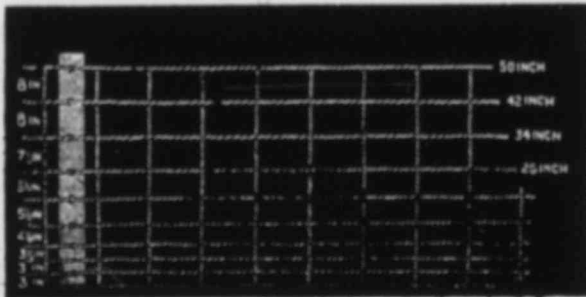
That our annual Midsummer Sale catalogue contains even better values than those of previous years will be welcome news to those of our customers who have not received a copy. If your catalogue has not come to hand let us know immediately, as the Sale only lasts for six weeks.

We cannot impress upon our customers too strongly the advantages of early buying. When the present stocks are exhausted it will be impossible to duplicate them for anything like the same money. Our buyers have been preparing for this Sale for the past six months, and every article represents wonderful value.

**The Sale Commences July 2nd and will last until August 15th**

## DIAMOND E WOVEN WIRE FENCING

Has been on the market for years, and has been thoroughly and severely tested. For durability and strength it has proven itself the equal of any wire fencing made. It has perfectly flexible joints, allowing the fence to conform to the most uneven surface without cutting or lapping, and it is locked so as to prevent slipping, wires are spaced as shown in illustration, stays are twelve inches apart, making a fence close enough for hogs and strong enough for horses. We are satisfied that we can save you money if you buy your fencing from us. The reason for our low prices is that we buy direct from the manufacturer, and in consequence are able to sell at a very slight advance on the cost of production.

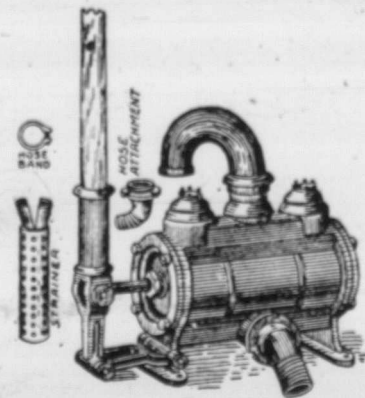


No.	Height	Weight per Rod	Price per Rod
41V69	50 inches	10 lbs. 5 oz.	60c.
41V70	42 "	10 "	55c.
41V71	34 "	8 " 5 "	45c.
41V72	26 "	7 " 5 "	40c.

## THRESHERMEN'S SUPPLIES

### TANK PUMP \$6.50

We guarantee this pump to be the equal of any pump of this style manufactured. It is a double acting pump, sucking water at each stroke of the piston. Cylinders are 5 in. diameter with 5 in. spoke. Spout is reversible and attached to top of pump. We furnish a two inch strainer and clamps with each pump. All pumps are shipped complete ready to attach to hose. Capacity two barrels per minute. Weight 100 pounds. Price complete as shown in illustration - **\$6.50**



### GUARANTEED RUBBER BELTING

The line of rubber belting we handle is one of the best made, heaviest duck being used in its construction. It is uniform in width and thickness, not affected by change of temperature, and is thoroughly stretched in the manufacture, thus reducing the amount of stretching caused by working, and enabling you to get full power as friction remains the same.



2 in. wide, 3 ply, per ft. -	12c.	5 in. wide, 4 ply, per ft. -	26c.
4 " " 4 " " -	21c.	6 " " 4 " " -	32c.

A complete list of prices on canvas belting, endless belts, suction hose for tank pumps, and other threshers' supplies is given on page 291 of our Spring and Summer Catalogue. Our prices are the lowest to be obtained for first quality goods, and each article is backed by our very liberal guarantee.

## Have You Ordered Your Binder Twine?

It is not wise to delay ordering twine, as the harvest will soon be upon us. No need to send any money with your order. It can be paid for on delivery.

	Winnipeg	Brandon	Regina	Saskatoon	Calgary	Edmonton
<b>GOLDEN MANILA -</b> 550 ft. to lb.	9c. per lb.	9c. per lb.	9 1/4c. per lb.	9 1/2c. per lb.	9 3/4c. per lb.	9 3/4c. per lb.
<b>EATON STANDARD -</b> 500 ft. to lb.	8 1/2c. per lb.	8 1/2c. per lb.	8 3/4c. per lb.	8 3/4c. per lb.	9c. per lb.	9c. per lb.

**THE T. EATON CO. LIMITED**  
WINNIPEG CANADA



### A Difference of Opinion is not a Cause for Strife—cont'd from page 7

ways had to be forced to obey the provisions of the clause by bringing suit against them. And they also know that the elevator owners used to induce farmers with little or no grain to ship, to order cars, have them spotted at a certain elevator, ostensibly to be loaded with their own grain, but in reality with grain belonging to the elevator owners, thus, in a time of a car shortage, depriving the would-be shippers among the farmers of their proper share of an already inadequate supply of cars, so that many being pressed for money to meet their obligations, could not await the arrival of a car, but were forced to sell to the elevator owners at "street" price, perhaps ten cents below "track" price. That is to say, the price they could have obtained could they have loaded their grain.

Knowing all these things, their leaders are very skeptical of the ostensible reasons advanced by railway officials or elevator owners for the amendment of the clause, especially when they have been witnesses of arguments which were deliberate lies, being used by these interests when seeking to have the clause amended last year.

Would it be wonderful if one of these men should display a shade of impatience at hearing the arguments supplied by these interests used by the secretary of a farmers' association, though they were used honestly and with a sincere desire to aid his people?

Another fact must not be forgotten in this connection. Mr. Fream was for the time being acting as a delegate of the Calgary conference of the various interests, and not as being instructed by the farmers' association of which he is secretary.

A letter sent by the Hon. Frank Oliver to a friend in Alberta shows how skeptical he is also of the benefits to be derived by farmers out of the proposed amendment.

He said in part: "I am inclined to think that the alleged interests of the Company in the Western movement of grain was rather with a view of finding an argument against the car distribution clause of the Grain Act to the detriment of the farmer, than with a view to securing a Western outlet for Alberta grain for the benefit of the farmers. I am sorry that the Calgary meeting has lent itself so readily to the designs of the railway company."

If the railways want to help the farmers, let them supply cars that can be loaded for either eastward or westward shipments as desired by the shipper, and make Calgary an order point instead of continually playing into the hands of the elevator people, as they have been doing for years.

Let the elevator owners pay such a price for "street" wheat that the farmer who hasn't a car lot is not skinned to the bone, then their protestations of zeal for the welfare of the small shipper may receive credence. A new country, where there are lots of beginners with less than a car lot and hard up for cash, is the Eldorado of the elevator owner, as any of them will tell you in communicative moments.

Let them permit the joint filling of special bins by a group of small farmers, and then pay car lot price for the grain. Let them allot special bins to farmers and then pay such price for the grain. Let them allot special bins to farmers and then pay such price as will induce them to sell at the point of shipment in which case they will get all the cars the railways supply, as the farmers will have no need for them if their grain is sold. Where the farmers prefer to ship, the elevators

not having the grain do not need the cars.

If the railways want to help the farmers, let them send out all available cars and allot them to applicants without distinction for either eastern or western shipment and make Calgary an order point.

If the elevators have a western market that will enable them to pay more than grain shipped by the eastern route can command, and if the lack of storage facilities at the Coast will not allow the individual farmer shipper to enjoy the western market, then the elevator owners will be able to pay better prices than the farmer can secure elsewhere, in which case the farmer will sell to them, and so doing will not need any cars, leaving the whole number supplied by the railway for the use of the elevators. What can they ask for more, unless it be changes in the Act which will permit a cinch in the car supply that will enable them to secure grain cheaper than under the present regulations?

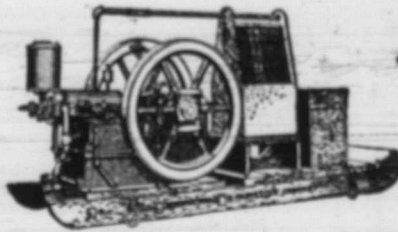
We think the editor of the Homestead and other friends of Mr. Fream, also Mr. Fream himself, will see that there was

no intent to impute unworthy motives to him, but that there was simply a desire to prevent the Alberta people from making the mistake, for so the Saskatchewan and Manitoba farmers regard it, of breaking down the bulwark against fraud which the car distribution clause provides.

The value of an official organ is heightened and not impaired by criticism, is for impersonal objects as this criticism assuredly was.

The chief value of having the three official organs grouped under one cover is that the criticism of one association may correct the judgment of another on matters where opinion is in a formative state.

The GUIDE has replaced the Homestead as an official organ in the West, but the graceful and manly way in which its editor accepted the change assures me that his championship of Mr. Fream, and criticism of the attitude of the GUIDE had no more sinister motive than a desire to protect a friend from what he mistakenly believed to be an imputation of want of loyalty to the farmers' interests.—E.A.P.



Needed  
on  
Every Farm

## How a Reliable Engine Economizes Labor

**O**F course, you, like other farmers, want to economize your time.

Think in how many places a power would be a help to you—would save time and work—if you had it in a handy form ready for use in a minute.

Think how much hard work it would save you in cutting feed—in sawing wood, posts or poles—in running the cream separator or churn—in operating shop or other machinery.

The I. H. C. gasoline engine is a power that is always ready at your hand. It is not necessarily stationary, like the windmill, and on that account adapted to doing only one kind of work.

The engine is built in many styles—there are portable engines on trucks and skidded engines which can be moved wherever the work is to be done. Then there are stationary engines, both vertical and horizontal, in sizes from 1 to 25-horse-power, air cooled and water cooled, and also gasoline traction engines 12, 15 and 20-horse-power. Besides, there are special sawing, spraying and pumping outfits from which you can select an outfit.

The engines are simple in design so that they can be easily understood.

They are strong and durable—constructed with a large factor of safety, inasmuch as they have greater strength than would ordinarily be required. Yet they are not clumsy or too heavy.

All parts are accessible and easily removed and reassembled. Every engine will develop a large per cent of power in excess of its rating—you get more power than you pay for.

They are absolutely reliable—you cannot find one inefficient detail. They are unusually economical in fuel consumption—less than a pint of gasoline per horse-power per hour. This means that a 2-horse power engine will produce full 2-horse power for five hours on only one gallon of gasoline.

Would it not be a wise plan for you to investigate and learn how an I. H. C. engine will save time and lighten the labor on your farm?

International local agents will supply you with catalogs. Call on them for particulars, or write the home office.

CANADIAN BRANCHES: Brandon, Calgary, Edmonton, Hamilton, London, Montreal, Ottawa, Regina, Saskatoon, St. John, Winnipeg  
International Harvester Company of America, Chicago, U.S.A.  
(Incorporated)

### The Grain Growers and Millers before the Board of Railway Commission

(Continued from page 8)

earnings are undue, no complaint can succeed; presents a phase of the question which the Grain Growers cannot afford to disregard.

At the hearing on the 7th, the counsel for the railways stated that representatives of privately-owned elevators were present with statements showing their net earnings for the year, but he did not think it necessary to call them.

Though the figures were not given publicly, the gentlemen did not manifest any reluctance to discuss them privately, and it is a remarkable coincidence that the percentage of profits on the capital invested was nearly the same in each case. A gentleman largely interested in Eastern transfer elevators remarked, in reference to one of them, "The official statement of the earnings shows a profit of 8 per cent. on the investment, while their private statement shows a profit of five times that amount."

If privately-owned elevators can, by a system of accounting, conceal the actual facts, how much more easily can the railways, when their elevators form a part of their transportation system for handling grain conceal the actual cost of passing the grain through their elevators.

It is quite apparent that if the Grain Growers want to know "the true inwardness of the terminal business," they will have to repeat what they have already done in the grain trade—go into it themselves; and the success they have achieved in the "trade" warrant them in entering into the terminal business. They would then not only know what it costs to build and operate an elevator, but they would become a factor for making the price of storage and insurance.

### Realizing the Past in the Present.

FOR the spirit of Borrow, mightiest walker before the Lord, and mightiest spinner of the yarn! The true way is to enter the first railway station, at home or abroad, and ask to be taken as far as your loose silver will frank you, trusting to luck for the rest. The inherent charm of life is sure to begin just wherever they set you down, town or village, ugly or beautiful, excluding only, if you have any choice in the matter, the tabulated picturesque in either kind.

Adventures, in this as in other sorts, are to the adventurous. Out you go, and it comes. We lack the splendid wastes of Spain, but there are pickings in modern England, especially if we take in the faith that modern and ancient are all one, and that there, exactly where the foot presses, is potential fairyland. We have only got to get rid of the notion that romance is nowhere to be found but in the remote and strange. We want a new birth in this, a birth into the idea that the world of actuality, with the rawest in it, is a perennial wonder. Distance, whether of time or place—antiquity, is but a trick of perspective; it is all on the one plane of delight. The now and the here are assuredly on the way to be ten thousand years old, and they are perfectly good for that effect as they stand. . . . The Victorian age is quite hoary, yet how fresh it seemed but the other day! Without the power of realizing the past in the present, we are hopelessly lost. We should be able to reverse for the standpoint at a moment's notice. This day five hundred years hence everybody will be able to see the charm of our commonplace, the high and pure romance, as of a thing in the purposes of creation, of a pen'orth to the Bank in a mustard-pot omnibus. Why should it be a mere privilege of genius to see it now? So nothing shall prevent us from exchanging new lamps for old, in this fashion, whatever the almanacks may say to the contrary.

RICHARD WHITEING ("Little People")

A farmer of Canora, Saskatchewan, was at the office today and he gives us a very good instance of how the elevators at his point are using the farmers. The gentleman is as yet a small farmer in Saskatchewan, though he has considerable interest still in Iowa. Accordingly he had scarcely a carload of either type of wheat, but yesterday he sold on street grain, the samples of which he brought to us, and which would have undoubtedly graded as under:

No. 2 C. W. Oats at 43 cents.

No. 4 Wheat at 96 cents.

No. 5 Wheat at 58 cents.

Now, based on the closing prices of the 5th inst., on which, no doubt, the elevators should have been buying, this No. 4 wheat would have been worth \$1.08 $\frac{3}{4}$  net track, or 12 $\frac{1}{2}$  cents more than he received for it. The No. 5 wheat would have been worth net track 97 1-5 cents, for which he received 58 cents.

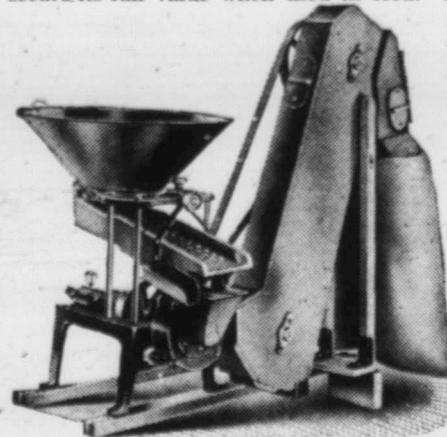
### Where Lawyers Have a Pull

AS THE Federal Government refuses to hand over its rights to appoint judges, the local executive refuses to bring the Court of Appeal act into force. The interest of a few lawyers is thus apparently a matter of more concern to the local executive than the interest of the province at large. When any Government ceases to govern by the people and for the people, whether in large matters or in small ones, it is time for a change.—Vancouver, B.C., World.

## JOLIETTE "CHAMPION" FEED GRINDER

This machine is designed for grinding small grain. The grinding plates are flat and made in one piece. They are milled and faced carefully, and are securely fastened to the revolving head. The bearings have a broad surface and are lined with friction metal, which can be easily renewed.

The feed screw permits the operator to feed a large or small quantity of grain as may be desired, and distribute it evenly over the end of the shaft; the grinding plates can be quickly separated or brought together. The plates can be adjusted to grind fine or coarse. Every farmer, stockman or dairyman should have a feed grinder, because it is necessary to grind the grain to secure its full value when used as feed. A feed grinder will pay for itself in a very short while because of the time saved and the money saved that is paid to the customs grinder.



The Joliette "Champion" Feed Grinder is manufactured by S. VESSOT & CO., Joliette, P.Q., and is sold in Western Canada by the International Harvester Company of America. Those desiring a power to operate the grinder will find the I. H. C. gasoline engine particularly well adapted for the purpose.

For full particulars relative to the Joliette "Champion" Feed Grinder, write or call on the nearest local agent handling the International line.

SOLD BY WESTERN CANADIAN BRANCH HOUSES:

BRANDON, MAN.      CALGARY, ALTA.      EDMONTON, ALTA.      REGINA, SASK.  
SASKATOON, SASK.      WINNIPEG, MAN.

## International Harvester Co. of America

(INCORPORATED)

CHICAGO - U.S.A.







# WOMAN'S SPHERE



## The Nation's Debt to Mothers

By GILSON WILLETS

Great Americans Who Have Achieved World-Wide Reputations By Reason of the Success That Has Attended Their Careers, Ascribe Their Triumphs to Maternal Influence

THE debt which the United States owes to the mothers of its citizens is one which is beyond the expression of either figures or language. It is a debt on which the Republic can only pay the interest—interest that consists of the manifestation of an ever-increasing reverence for American motherhood; for, with all its magnificent resources, the nation is too poor to make even a feeble attempt to pay the principal.

No better evidence of the effect of maternal influence on the careers of successful Americans need be adduced than that which is offered here.

In the lives of the Presidents of the United States, it is found that the nation owes much to American mothers.

George Washington was only eleven years old when his father died, leaving the widowed mother, Mary Washington, with five children to educate and direct. She used daily to gather her children around her and teach them the principles of religion and morality from a little manual in which she wrote all her maxims.

That manual was preserved by Washington as one of the most valued treasures, "and was consulted by me many times in after life." A French general, on retiring from the presence of Mary Washington, remarked, "It is not surprising that America should produce great men, since she can boast of such mothers."

### Andrew Jackson

A few days previous to the birth of Andrew Jackson, his father died, and the widow and her two little sons rode to the churchyard in the wagon with the coffin. The support of the family fell then entirely upon the mother. She went to the home of her brother-in-law and there engaged herself as housekeeper.

Until her sons were old enough to take care of themselves she toiled for them, clothed them, and educated them as best she could.

Many stories are told of Mrs. Jackson's benevolence, her thrift, her decision of

character, and "a rigid honesty and pride of good name that went hand in hand with a quick and jealous self-respect which was not likely to be patient under any injustice."

When Andrew Jackson became President, he said of his mother:

"One of the last injunctions given me by her was never to institute a suit for assault and battery, or for defamation; never to wound the feelings of others, nor suffer my own to be outraged. These were her words of admonition to me. I remember them well, and have never failed to respect them."

### Thomas Jefferson

Thomas Jefferson's father died when the lad was fourteen, and then his mother became more than ever his companion and adviser. Thomas, had, indeed, always lived more under the influence of his mother than of his busy father. She was a woman of unusual refinement of character, having the culture of the best society. Thus equipped, she assumed the training of Thomas. Upon the death of her husband, she found herself her children's guardian, responsible for a vast entailed estate that was to go to the eldest son, Thomas.

### John Quincy Adams

John Quincy Adams' father was devoted to his family; but, engrossed in political activities, he was frequently absent from home for long periods. From the hour in which the boy learned to talk, his mental activities received an uncommon stimulus from his mother.

"Being taught by my mother to love my country," wrote John Quincy Adams, when he became President, "I did it literally by learning to love the actual hills and rocks and trees, and the very birds and animals." And he added, elsewhere: "All that I am my mother made me."

It is an interesting coincidence that the three martyred Presidents should each

have been peculiarly dominated by a mother's influence.

### Abraham Lincoln

That expression of habitual melancholy in Lincoln's face, for example, was really a reproduction of the features of Nancy Hanks Lincoln, his mother. For, through long drudgery and privation, in cabin after cabin, Mrs. Lincoln had lost all her comeliness and became bent and careworn and sad-faced, while Abraham was still an impressionable youth.

How Lincoln revered that mother is told by all his biographers. She it was, who, possessing the accomplishments of reading and writing, not common at that time, among the poor people of Kentucky, taught Abraham his letters and gave him his first lessons in writing.

When Mrs. Lincoln died, her son spent months roving the woods, vainly trying to recover from his grief. The mother was buried without any funeral service, there being no minister in the vicinity. But Abraham traversed the country for twenty miles in every direction, till he found an itinerant preacher and induced him to come to his mother's grave and there preach a funeral sermon.

"Now," he said, "I have henceforth but one purpose in life; to live as she would have me live."

And in after years Lincoln was visibly affected whenever he heard of any incident involving the love of mother and son.

### James A. Garfield

What a contrast is this experience of Lincoln's to that in the case of General Grant, whose mother survived his Presidential career, and to that of Garfield, whose mother lived to stand by his side when he read his inaugural address on the steps of the Capitol and then to weep at his tomb! And to that of McKinley, upon whose venerable mother the eyes of the nation were turned with tender interest on March 4, 1897, when she was the first person to whom McKinley spoke as President of the United States!

TALK WITH STEELE ABOUT

# PHOTOS

YOU WANT THE BEST--  
THE KIND MADE BY

## STEELE & CO. LIMITED

Corner Main and Bannatyne

Phone 573 WWINNIPEG

I HAVE THE LARGEST STOCK OF

# Edison Phonographs and Edison Records

IN NORTHERN ALBERTA

and can supply them in German, French  
Polish and English

## J. J. GOURLAY

501 Jasper East

Edmonton, Alta.



# Ransom Engraving Co.

Photo Engravers  
Designers

45 Arthur St., WINNIPEG  
Phone 3814

"Eliza," said the father of James A. Garfield, to his wife on his dying bed, in a log cabin in the wilderness bordering the Ohio River, "I have brought you four young saplings into these woods. Take care of them."

The future President was then only two years old. His mother was left to fight the battle of life alone. She managed, by hard work, to run the little farm, and even found time to give her sons daily lessons in Bible reading. Upon James in particular she impressed her impartiality, until her own high nature dominated him deeply.

When James was old enough he drove mules on the tow-path of the Ohio Canal. One pay-day his wages fell short of the proper amount.

"I want every cent for my mother," he said to his employer, insisting upon the few extra pennies.

Finally he earned enough to enable him to enter the seminary at Chester, ten miles from his home. While there, he spent a certain holiday, with his classmates, on a mountain. As darkness gathered about them—they were to remain over night—Garfield took a Testament from his pocket, and said to his companions:

"Boys, I read a chapter every night simultaneously with my mother. If you please, I will read it now."

And on the day of his inauguration, at Washington, he turned to his mother, saying:

"It's all because of you, mother."

## William McKinley

At the outbreak of the Rebellion a "war meeting" was held in Poland, Ohio, in the Sparrow Tavern. There was speaking and beating of drums, and finally an appeal for volunteers to defend the flag. The first to step forth was William McKinley, Jr.

"No, my son," said the senior McKinley, laying a restraining hand upon his son's arm; "you are too young."

"No, he is not too young—none are too young to carry a light in this dark hour."

The speaker was William's mother. "And thus, strange to say," wrote William McKinley, years afterward, "the usual order of things was in my case reversed; my father would have held me back from the mighty struggle that was

to ensue, on the ground that I was only eighteen years old; and my mother was the one to say 'go!' For she had, and still has, a strong and passionate patriotism. Next to God, she loves her country. She believed in freedom, and was ready to offer up even a woman's most priceless jewel—her child—to save her country's flag.

## Fulton, Franklin and Astor

Robert Fulton was only three years old when his father died. "So that," he said, "I grew up under the care of my blessed mother. She developed my early talent for drawing and encouraged me in my visits to the machine shops of the town."

Robert was a dull pupil at school, however, and the teacher complained to his mother. Whereupon Mrs. Fulton replied proudly:

"My boy's head, sir, is so full of original notions that there is no vacant chamber in which to store the contents of your musty books."

"I was only ten years old at that time," said Fulton, "and my mother seemed to be the only human being who understood my natural bent for mechanics."

The fact that Fulton's mother let the boy have his own way in his "original notions" had its direct result later in the building of the first steamboat.

Benjamin Franklin many times in his own story of his life mentions the powerful influence which his mother had over him, referring to her always with peculiar affection.

"My son," said that mother, "is endowed with more than ordinary talent, and he shall enter one of the professions, perhaps the ministry."

The family was then very poor, the elder Franklin having no ambition beyond that of making a bare competence as a ship chandler. Encouraged by his mother, however, young Benjamin "took to books" with such ardor that before he was ten years old his mother spoke of him as "our little professor," and added:

"He shall serve either humanity or his country; the one as a minister of the Gospel, the other as a diplomat."

The first John Jacob Astor said: "Whatever I have accomplished through thrift is due to the teachings of my mother. She trained me to the habit of early rising; she made me devote the first waking hours to reading the Bible. Those habits have continued through my life, and have been to me a source of unflinching comfort. Her death was the greatest grief of my existence."

—The Scrap Book.

## "Mere Man" Again in Disfavor

TO GRAIN GROWERS' GUIDE:

Dear Editor,—I really don't think that "A Mere Man's" letter requires, or is worthy of, an answer, but as he is evidently in trouble concerning a few questions, I just thought I would try to enlighten him a little.

Now, Mr. Editor, if I am coming too often, just charge us double for the paper and print it anyway, please.

Well, Mr. "Mere Man," I think a woman is entitled to some say as to whether her home and the farm is sold or not. As to who does the work on the farm after a farmer leaves his wife—why the man he sells it to before he goes, of course. And as for a woman having redress by going to law, that costs money, and most women have none to spare. So that don't count for anything. And when a woman leaves a good (?) husband to go off with another man, why he is

well rid of her. What more does he want? Now, we do not claim that all women are good wives; neither are all men good husbands. But few women would leave their children, while lots of men would. And how could a woman support a family and look after them, too, as women's wages are much lower than men's? Don't you think it is unfair for the law to be all on the stronger side? I do, and most of my readers do too, I am sure.

Now, suppose a man owned a farm but owed money for horses and implements; and another man came along and lived with him for ten, twenty or thirty years, doing the house work and helping with chores, and at the end of that time he left him without a cent because nothing was in his name, and therefore he could claim nothing. Would that be fair? No, indeed, and the whole country would be in a state of indignation.

We do not claim that all women make good wives, as I said before, but we do claim that she has a right to part of the property; and why it is wrong to treat a man so and not a woman, I can't see. However, we expect the men will right this wrong, once it is brought to their notice, as lots of men never dreamed the law was as it is. Much harm is done by men writing to papers against the dower who do not understand what is wanted. Most common is the mistake that the dower means a division of the property whenever the woman likes. But we hope such mistakes will soon all be corrected, and nearly all the men will be on our side. As to the few who will oppose it, as one of the men in the Free Press said, they will only be a drop in the bucket.

Now, Mr. "Mere Man," I don't see very well how a woman could take her husband's money if she ran away, as the husband would have full control of it while he lived; and surely it is a selfish man who would grudge his money to his wife when he was dead and could not use it. But you are not selfish, for you told us so. I'm glad you did, or we would not have known it.

Surely a woman has a right to part of the property for her life's work, and I don't see why she should not will it to whom she chose. Is it not that what you are kicking about for the men? You cannot stand it that a man cannot will it all to whom he chooses (if the dower comes in) yet you want to be able to will all the woman's property back to her family. Surely a woman should have as many rights as a man. Would it not be funny if a man could not leave his second wife anything, however much he wanted to?

Now, I know most of your slurs were meant for me, so I will tell you a few things. I don't feel much inclined to run away, and if I did, I could not take my husband's money, because he hasn't any. Then, a year ago, last fall I helped him get all the harvest in and I often harness the horses or water them, even feed the pigs; and when he was away for two days and two nights about three weeks ago, I did all the chores. So you see if I am "kicking" I also help him work.

As for him, he bought a nice mare this spring and handed her over to me with a legal deed of gift of her. So you see I do not need the dower for myself.

Hoping that when the time comes, you will have grown wiser and will vote for us. I will sign as before.

LORD ULLIN'S DAUGHTER

To act with common sense, according to the moment, is the best wisdom I know.—HORACE WALPOLE.



# FOR OUR YOUNG FOLKS



## SUNSHINE GUILD

Conducted by "Marie"

### Motto for the Month:

A little gold amongst the grey,  
That's sunshine.  
A little brightness on the way—  
That's sunshine.  
A little spreading of the blue,  
A little widening of the view,  
A little heaven breaking through—  
That's sunshine.

Dear Friends,—My heart has been gladdened by the many kind letters and offers of help that I have received this month. It is a great joy to know that the Guild is spreading steadily and surely, and that the gospel of love and sunshine has been gladly taken up by so many warm-hearted friends, and will be passed on to help and cheer our less fortunate mothers and sisters.

The Sunshine Convalescent Home Fund is not growing so fast as I should like to see. This has been a very hard winter for us all, and the children have felt keenly the piercing cold and icy winds; and now the hot days are at hand, when the little ones will droop and fail! Oh, that I could take these poor darlings to our "dream home," to give them every comfort, the simple good food, the pretty room and the pure fresh air they so sorely need. Even now several people have written to know when the home will be ready.

Dear friends, when I ask with all my heart, won't you all try to put away even one cent a week to help this glorious work? Think what it would mean to those friends who have had to undergo an operation or some other illness to go for three weeks' rest and care without expense of any sort. Would not their hearts beat with joy? Cannot you see the dear eyes brighten at the very thought of the trees and the flowers, and all the love and care made possible by the self-sacrifice of our Sunshine Guild members.

I have met many women and children, from the West, and they have said: "We are so interested in your Guild and intend to help." Don't intend, but make up your minds that you will do, and that each one of you will make a determined effort to establish our Convalescent Home Fund.

In the meantime, it is the intention of the founder to take into the country as many poor children as our means will allow for one long glorious day.

A concert is to be given in aid of this fund by two earnest sunshiners. May heaven bless their efforts!

"MARIE."

Dear Children,—You who are the true sunshine of our lives, who, by your smiles and happy laughter, can gladden all our days; don't keep your smile for outsiders, but give the best and brightest of your smiles for home and mother. In these days of rush and hurry there seems little time for the kindly courtesies and gentle manners which are the true stamp of a gentleman and gentlewoman, yet if you could only think of the joy

and brightness that a little thoughtful action or kindly deed brings to the hearts of your elders, dear children, you would try, I feel sure, to do them every day. Still, we hope the day will come when "love" and "kindness" will be more than gold, and the old world courtesy will flourish in our midst. First be home sunshiners, and in all your works of good cheer, consider and do as your parents or guardians wish.

May this year be a happy and prosperous one and showers of blessings fall upon us all, is the wish of

Yours lovingly,  
"MARIE."

### Sunshine Zoo

Queenie Sunshine has received several letters from dogs, cats, and even birds asking to be allowed to join our Zoo; also



a very nice drawing of a rabbit inviting a dog to bring in three cents for the Sunshine. Queenie is very anxious to welcome more friends and hopes by next month to have a large circle.

### Where to Send Sunshine

Mrs. G. Black, Minnedosa. This dear friend, while not quite an invalid is old and feeble, and letters and picture postcards would, I feel sure, cheer her up.

Master Grey R. Ryder (member of the Family Herald Sunshine Guild), Parkers Ridge, York County, New Brunswick, would be glad of letters, postcards or anything suitable for an invalid. As this dear boy is not well off, friends who write might enclose a stamp so that he can send reply. Having no brothers or sisters, he is sometimes very lonely.

Knowles Home for Boys, Bannatyne and Kate Sts., Winnipeg. Boys' clothes, shirts, boots, etc. (either worn or unworn), butter, milk, eggs, flour, etc., picture post-

cards, books. Dear readers, this is a most deserving charity, and you cannot do too much to help save these homeless boys. There must be many people without boys who would be glad to adopt one of these bright little fellows. If so, write to "Marie," or direct to Mr. Knowles.

### My Dear Children:

I must send you a line to thank you very much indeed for your kind gifts of dolls and scrap-books. The little ones appreciate them very much, and think it is so kind of you to have taken so much trouble. The dolls are just the right kind—ones that won't break are the best, and last longest, because I am sorry to say some of the babies take a great pleasure in tearing the arms and legs off the other kinds of dolls.

I hope one day you will come down and see our little hospital; the children would be so pleased to see you. With their love, I remain,

Yours sincerely,

ELEANOR HOPE SHAKLETON,  
Children's Hospital Asst. Supt.  
of Winnipeg.

March 31st, 1909.

### Dear Marie:

We all enjoyed ourselves very much at St. Charles, and got home without any mishap. Enclosed are the names of the boys. We are very grateful for the interest you are taking in the children. I should like to become a member of the Guild, as I have a very busy life here, and could do no outside work.

Yours sincerely,

M. IRVING.

### What the Choir Sang

B. HARRIETTE HAMMOND

A FOOLISH little maiden bought a foolish little bonnet,  
With a ribbon, and a feather, and a bit of lace upon it.  
And that the other maidens of the little town might know it,  
She thought she's go to meeting the next Sunday just to show it.

But though the little bonnet was scarce larger than a dime,  
The getting of it settled proved to be a work of time;  
So when 'twas fairly tied, all the bells had stopped their ringing,  
And when she came to meeting, sure enough, the folks were singing.

So this foolish little maiden stood and waited at the door;  
And she shook her ruffles out behind, and smoothed them down before.  
"Hallelujah! hallelujah!" sang the choir above her head—  
"Hardly knew you! hardly knew you!" were the words she thought they said.



This made the little maiden feel so very, very cross,  
That she gave her little mouth a twist, her little head a toss;  
For she thought the very hymn they sang was all about her bonnet,  
With the ribbon, and the feather, and the bit of lace upon it.

And she would not wait to listen to the sermon or the prayer,  
But pattered down the silent street and hurried up the stair,  
Till she reached her little bureau, and in a handbox on it  
Had hidden safe from critic's eye, her foolish little bonnet.

Which proves, my little maidens, that each of you will find  
In every Sabbath service but an echo of your mind;  
And that the little head that's filled with silly little airs  
Will never get a blessing from sermons or from prayers.

#### Belief in Self

**H**ONORABLE aspiration has much to do in ennobling character and in securing for the individual the coveted mastery. Young people, especially, ought to believe in themselves and in their useful and honorable destinies.

There is too much fatalism in the world. Too many believe that the world is controlled by inexorable fate, and that individual destiny is fixed by some unseen, mysterious hand. This cannot be true. Freedom of will is a God-given heritage. Man must work out his salvation, both temporal and spiritual; God gives this salvation, but the individual must work it out, must, by wise and faithful effort, appropriate it for himself.

No one can deny that circumstances affect destiny; yet all must admit that circumstances need not control it. Circumstances may be overruled; they may be captured and turned to one's own advantage. Those who believe in themselves, and honestly and persistently aspire to a life of useful mastery, have already realized the difficulties opposing, and it remains only to meet these difficulties to conquer and annihilate them.

It is not certain that ambition is always wrong, but this of which we now write is not ambition; it is aspiration. Between ambition and aspiration there is a wide difference. Ambition wishes to have what aspiration desires to deserve. Ambition wishes to seem what aspiration yearns to be. Ambition seeks wealth and fame for selfish ends; aspiration seeks them for the glory of God and the good they enable one to do for his fellow men.

#### Thoughts From Miss Marie Corelli's New Book.

If you saw a man reeling under the effects of laudanum or cyanide of potassium or any other such deadly drug, you would be sorry for him—you would try to apply such remedies as might most quickly restore him to health and sane consciousness. Yet our "drunken" working men are just in the same condition, and instead of trying to cure them, we reproach them for getting poisoned, while we let the poisoners go scot free!

We read in history of Cæsar Borgia, who, whenever he had a grudge against

anyone, invited that person to a friendly banquet and mixed a few drops of swift poison in the loving-cup of wine—now, in my opinion, many a brewer and spirit distiller is nothing but a commercial Cæsar Borgia, whose poisoning tricks are carried on, not for vengeance, but for gain,—and who is, therefore, more sordid in his wickedness than even the mediæval murderer!

As a matter of right and justice, the brewer who poisons beer, the distiller who poisons spirit, should be heavily punished, not only by a "fine," which is a mere farce, but by several months' imprisonment, without any option of getting "bought off"—and in that case Government would have to imprison several members of its own House! But nothing will be done—nothing, that is to say, of any real service—and drunkards will increase and multiply, and replenish the earth and subdue it.

It is time for you, the people, to think for yourselves—not to accept the thoughts proffered to you by conflicting creeds—not to obey the morbid suggestions propounded by a sensational Press—but to think for the country's good, with thoughts that are high and proud and pure. Otherwise, if you remain content to let things



Stoney Broke

drift as they are drifting, if you allow the brains of this and future generations to become obscured by drink and devilment, if you give way to the inroads of vice, and join with the latter-day degenerate in his or her coarse derision of virtue, you invite terrific disaster upon yourselves, and upon this great Empire.—Holy Orders.

#### The Unsmashed Violin

**A** YOUNG man left a remote frontier for the cities and the violin. His loved ones expostulated. He well knew the cost to master his instrument, but went faithfully forward. However, after considerable progress, he flinched at the homelessness and vagabond touch which would long beset him in his new career, and grieving sorely at the tribulations of high aspirations and the misconstitution of society, he wrote home, "Well,

then, I'll go back to be a humdrum farmer—and smash my violin." After weeks of renunciation and anguish, he wrote again, "I'm coming, but I'll not smash my violin. What's the use of pouting because the universe won't dance when you whistle?"

The higher education can be had at college, but this is how the highest is got. To attempt something difficult—with success or failure—amid the tremendous realities, brings revelations. The outlook to which our friend had attained in his second letter will man him all his life. He underwent cosmic adjustment, rising to the Psalmist's "large place," where, in the light of reconciliation, careers and details seem as flickering shadows that pass when the sun sets. To see that his former attitude was pouting, and that it was the universe and its Author he had been pouting at, put the seed of a new character into his being. Back to the plow he went with a stalwart grace, ready to face any fact in God's economy. And now, never a glimpse of his violin makes him cynical for a moment; having yielded himself to "the perfect whole," he has the health of the firmament in his mood. In the silent summer twilights he plays tunes—"to the auspicious trend of things" as he puts it, and even his weary horses sometimes plod up to hear. The trail leading to his virgin homestead is well beaten, for always when a man, in his own way, learns to love God, his neighbors makes easy excuses for his contact.

What a sovereign cure were such an experience for people who smash their reverence! Not meaning downright iniquitous fellows, but rather refined persons who half-consciously nurse a puffing lethargy because their earlier hopes have withered in the weather of the twenties.

If we look long and reverently at things as they are, not as we would have them be, it will clear the mirage out of our eye, and we shall begin to notice that, deep down and high up, things are as we would have them be; so that, largely, we shall like the way life behaves itself.—EPHRAIM WEBER.

#### The Maternal Instinct

**I**T IS a mistake to suppose that the maternal instinct is universal on the one hand, or that it is developed only by personal experience on the other. Even women who are mothers may be found wholly destitute of, with not a ray of natural feeling for their offspring; and some who are neither wives nor mothers, in fact, are all the latter in feeling. These are the women who are the chosen friends of both sexes and all ages. To them flock all who have troubles, sure of a patient hearing and that sweet sympathy which of itself heals the wounds laid bare to its touch.

The child who has learnt to obey has obtained half its education.

Seeking and blundering are so far good, that it is by seeking and blundering that we learn.—GOETHE.

Sir Lawrence Alma-Tadema tells the following amusing story. A day or two after he had been to Windsor to receive his knighthood, he gave a big reception at his beautiful house at St John's Wood. Most of the callers had something appropriate to say, but one of them, a well-meaning old lady, managed to go astray. "Oh, dear, Sir Lawrence," she said, "I was awfully glad to hear the news. I suppose that now you will give up painting and live like a gentleman!"



# ALLEGED HUMOR

## JUST AS YOU TAKE IT



### Bakin' Day

By JOHN KENDRICK BANGS

**H**AVE you any smiles to-day?  
Send me up a peck—  
Kind that reaches all the way  
Round behind your neck.

Send a dozen boxes of  
Best assorted cheer;  
Also twenty quarts of love—  
Must be warm and clear.

Happy thoughts and pleasant words—  
Mix 'em good and strong—  
Kind to make you think of birds  
Burstin' into song.

'Leven bars of kindness  
Free from flaw and chill;  
And two dozen packages  
Of the best good-will.

Send me all the charity  
You can rightly spare,  
And a box of sympathy—  
Pizeness to care!

This is bakin' day, and I  
Have a sort of plan  
For to make a tasty pie  
For my fellow man.

An Irishman one day went into a barber's shop to get shaved. After he was seated and the lather about half applied, the barber was called to an adjoining room, where he was detained for some time. The barber had in the shop a pet monkey which was continually imitating his master. As soon as the latter left the room, the monkey grabbed the brush and proceeded to finish lathering the Irishman's face. After doing this, he took a razor from its case and stropped it, and then turned to the Irishman to shave him. "Sthop that," said the latter firmly. "Ye can tuck the towel in me neck, and put the soap on me face but, begorrah, yer father's got to shave me."

Overheard in the Irish village—"Pat came afore the magistrate, who asked him how it was he came to be so drunk. And Pat, he says that all the bhoys had been betting drinks on the Derby, and he had held the stakes."

### The Travelling Salesman

**A** MINISTER who has been doing missionary work in India recently returned to New York for a visit. He was a guest at a well-known hotel, where everything pleased him except the absence of the very torrid sauces and spices to which he had become accustomed in the Far East. Fortunately he had brought with him a supply of his favorite condiments, and by arranging with the head waiter, these were placed on his table. One day another guest saw the appetizing bottle on his neighbor's table and asked the waiter to give him some of "that sauce."

"I'm sorry, sir," said the waiter, "but it is the private property of this gentleman." The minister, however, overheard the other's request, and told the waiter to pass the bottle.

The stranger poured some of the mixture on his meat and took a liberal mouthful. After a moment he turned with tears in his eyes to the minister.

"You're a minister of the Gospel?"

"Yes, sir."

"And you preach hell and damnation?"

"Yes," admitted the minister.

"Well, you're the first minister I ever met who carried samples!"

Scots Minister (visiting invalid deacon) — "I'm sorry ye missed my sairmon on predestination last Sawbath, deacon. I spoke with great freedom twa hours and feefy meenutes." Deacon (sympathetically) — "Eh, man, but ye must hae been tired?" Scots Minister — "Na, na, I was as fresh as a rose—but you should have seen the congregation."

### A Family Affair

"Cordelia," ordered the teacher, "throw that gum in the waste-basket!"

The pupil's face grew scarlet, but she did not stir.

"If you do not put that gum in the waste-basket immediately, I will send you out of the room," said the teacher, gravely.

The girl walked reluctantly to the desk. "I can't, teacher," she confessed, "it's ma's gum, an' she'll lick me if I come home without it."

### Dismissed the Case

**T**HE smart lawyer is always intent upon getting at weaknesses in the character of the principal and witnesses on the other side. A well-known barrister recently told the story of an exploit of his own, when, as counsel for the defendant, he was examining the plaintiff in a certain case.

His client had got into a quarrel with one "Pat" Murphy over a business transaction. The quarrel had gone so far that Murphy had made application to a magistrate to have the other bound over to keep the peace, alleging that he had threatened to do him bodily injury.

When the case was called, Murphy testified to the circumstances in which the defendant had threatened him. The cross-examination began.

"Now, Mr. Murphy," the lawyer said, "you declare that you are under the fear of bodily harm?"

"I am, sorr."

"You are afraid even of your life?"

"I am, sorr."

"Then you freely admit that Mr. Brown, my client, can thrash you?"

The question stirred up Murphy's Irish blood instantly.

"Jim Brown thrash me? Nivver!" he shouted. "I ken tackle him, and anny half-dozen like him!"

"That will do, Mr. Murphy," said the lawyer.

The court was already in an uproar, and the lawyer felt there was no need for further testimony or argument. The case was dismissed, for it was evident that Pat could not be under serious bodily fear of a man whom, in his opinion, he had only to use one-seventh of his strength to thrash.

"Is the lady of the house in?" asked the caller. "The mistress is in," replied the maid, who had received her notice, "but she's no lady!"

She—"I see that a fellow has just married a girl on his death-bed, so that she could have his millions when he was gone. Could you love a girl like that?"

He—"Where does she live?"

ALEX. NAISMITH, PRES. WM. PATERSON, VICE-PRES.  
C. D. KERR, TREASURER

The  
**Wawanesa Mutual Insurance Co.**

HEAD OFFICE: WAWANESA, MAN.

A. F. KEMPTON, SECRETARY-MANAGER

Amount of Insurance in force Dec. 31st, 1908, \$22,320,275.00  
Assets over Liabilities 3,322,281.67

The number of Farms insured Dec. 31st, 1908, over 17,454.

Over 17,454 farmers insured. The largest agricultural Fire Insurance Company west of Lake Superior. Agents wanted in unrepresented districts.

## MR. GRAIN GROWER

Are you interested in the future development and well being of Western Canada?; if so, drop a card with your name and address to

**A. ANDERSON, Drawer 735**  
VICTORIA, B.C.  
This is an advertisement it will pay you to answer



# THE LAKE LUMBER COMPANY LTD



Why pay a middle-man's profit when you can buy direct from us at Manufacturers' 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, 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.

Our British Columbia Fir and Cedar lumber is hand sawed, dry, and the manufacture is perfect.

Shipments to Alberta and Saskatchewan from mills at Vancouver and Cranbrook, B.C. Mills also at Rainy River district, Ont., and West Selkirk, Man.

Green Cut Cedar Fence Posts at wholesale prices.

Write for Catalogue H, and price list of lumber delivered at your station. You pay when you have received and are satisfied with our delivery.

## The Lake Lumber Co. Ltd

Winnipeg - Manitoba

### CUT-OUT, MARK AND MAIL US

Date

Gentlemen:—I am interested in the article indicated by check mark X and would like to have you send me your price.

NAME

TOWN

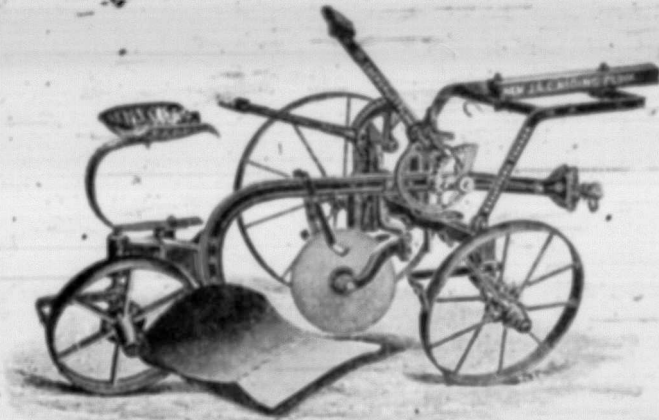
R.R. STATION

British Col. Fir Lumber  
British Col. Cedar Lumber  
Spruce Lumber  
Pine Lumber  
Tamarac Plank  
White Poplar Lumber  
Rough Lumber, Mixed  
Hardwood Lumber  
Cedar Shingles No. 1XXX  
Lath  
Windows and Doors  
Mouldings and Trimmings  
Interior Hardwood Finish  
Storm Sash  
Screen Windows and Doors  
Fence Pickets  
Cedar Fence Posts  
Cedar Poles  
Tamarac Piling  
Sawdust, curbed only

Building Paper  
Roofing  
Lime  
Cement  
Plaster  
Brick  
Paint  
Glass  
Drain Pipe  
Corrugated Iron  
Steel Ceiling  
Rock Facel Siding  
Compo Board  
Shingle Stain  
Eave Troughs  
Metal Shingles  
Leak-Proof Water System  
Maple Flooring  
School Seats

# Economy and Effectiveness

Raising and lowering made easy by Eccentric Lifting Device



Pole can instantly be shifted from side to side for two, three or four horses.

ARE perfectly embodied in the **J. G. C. Sulky**. No part is unessential; yet the construction includes every part requisite to do the best work with least effort.

Its distinctive features include the turning of the axle on a king bolt—this adapts it especially for work in rough lands. The seat is located so that the driver can constantly see the turning furrow—ensuring the best work.

Get the Cockshutt agent to show you this, "The Best of Frameless Sulky Plows."

**COCKSHUTT PLOW CO. LIMITED**

WINNIPEG

REGINA

CALGARY

EDMONTON

# The Wonderful 20th Century Lamp

Burns More Air Than Coal Oil

**No Smoke! No Dirt! No Danger!**

This lamp is one of the wonders of the age. Will give the Farmers all over the country a moveable light better and cheaper than electricity.

We can put one of our burners on any ordinary lamp, and make the same oil supply give forth a hundred candle power.

If you have a fancy lamp give us the diameter of the font and we can fit it up with new font and burner.



Price of lamp complete, Brass Stand, Burner, Mantle, Glass and Shade

**\$5.50**

Burner with Mantle and Glass

**\$3.50**

Shipped securely packed C.O.D. by express.

Let us have your order now for shipment after October 1st, or earlier if desired.

**PAYNTER BROS.,** Department Store  
TANTALLON, Sask.