

The Grain Growers and Millers before the Board of Railway Commission

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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.

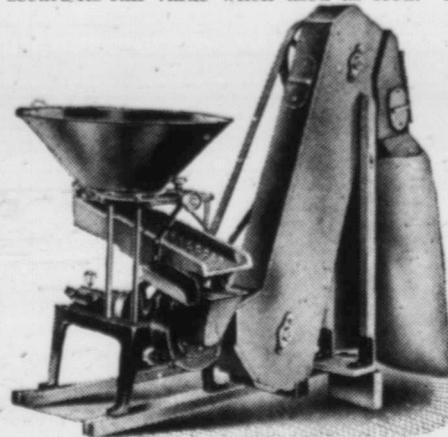
Where Lawyers Have a Pull

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.

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