

be flourishing. He then took up the need for licensing and bonding commission men, and gave some specific instances of this need, showing how the Alberta farmers are suffering on the one side by the methods adopted by some irresponsible commission men, while the fruit men of British Columbia are up against the same difficulty. He suggested the enforcement of regulations following along the lines laid down in the Manitoba Grain Act. Mr. Crerar, in answer to a question supported the suggestion that the rules that apply to those who sell grain on commission should be extended to the other commission men, or that rules of this kind should be brought into effect to meet the conditions. Mr. Agassiz warmly supported the proposal and said that the farmers of British Columbia suffered considerably from curb-stone brokers who did not have the backing to transact the business. Mr. Lawrence also supported the idea and showed the trouble experienced by the fruit growers and others in the interior of British Columbia.

The resolution committee then presented their report, stating that they had prepared four resolutions for the consideration of the convention. After reading the report of the committee it was decided to take up the resolutions separately and discuss same. Mr. Speakman moved and Mr. Trellus seconded. That the first resolution of the committee be adopted, as follows:—"Resolved that this meeting, composed of the directors of the United Farmers of Alberta, representatives of the Farmers of British Columbia, the Board of Trade of Vancouver, and members of various other commercial organizations of both provinces, express its deep conviction that excessive freight rates between Alberta and British Columbia are seriously hindering and diminishing the interchange of products under present conditions and retarding future development in both of these provinces."

"And it is further the conviction of this meeting that the time has now arrived when a substantial reduction in rates should be effected, which will not only be of the greatest importance and benefit to the producers and consumers of these provinces but to the railway companies as well." This resolution was unanimously adopted.

Mr. Speakman moved and Mr. McMillan seconded. That the second resolution be adopted, as follows:—"Resolved that copies of the above resolution be forwarded to the presidents of the Canadian Pacific Railway, the Great Northern Railway, the Canadian Northern Railway the Grand Trunk Pacific Railway, and to Wm. Whyte requesting that a meeting be arranged at a date to be agreed upon by duly appointed representatives of both parties." This resolution was unanimously adopted.

Mr. Warner moved and Mr. McMillan seconded. That the third resolution of the committee be adopted, as follows:—"Resolved that a standing committee composed of three representatives of both Alberta and British Columbia be appointed to further work out the various details concerning better trade relations between the two provinces." This resolution was unanimously adopted.

Mr. Speakman moved and Mr. Lawrence seconded. "That copies of these resolutions be sent to the agricultural departments of Alberta and British Columbia with the request that they give their active co-operation in this matter." Motion carried.

Mr. Warner moved and Mr. Speakman seconded. "That the permanent standing committee be requested to secure the co-operation of the Grain Growers' of Manitoba and Saskatchewan and any other associations in the four Western provinces on any points which will assist them in the work." Carried.

Mr. McMillan moved and Mr. Hall seconded. "That the fourth resolution of the committee be adopted, as follows:—"Resolved that this convention recommend the establishment in both provinces of a system of public abattoirs either by the municipalities or the provincial governments, under government inspection." This resolution was unanimously adopted.

Mr. Speakman moved and Capt. Worsnop seconded. "That we forward this resolution to the agricultural departments of the government of Alberta and British Columbia, with the request that they would appoint a commission as

speedily as possible to investigate this matter and report." Carried.

The question of licensing and bonding of commission merchants was then taken up and Mr. Agassiz moved, seconded by Mr. Tregillus. "That the provincial governments of Alberta and British Columbia be requested to enact a uniform law licensing and bonding all commission merchants handling any kinds of farm produce, the provisions of same to be along the lines laid down in the Manitoba Grain Act for the licensing and bonding of grain commission merchants." Carried.

Mr. Warner moved and Mr. Agassiz seconded. "That we leave the matter of appointing a permanent committee till the next meeting." Carried.

Mr. Agassiz brought up the question of stock being killed upon the track and cited cases of the trouble experienced by the farmers along the line of railway in British Columbia. At the request of the chairman, Mr. Fream read the resolution and address presented to Sir Wilfrid Laurier and the minister of railways by the U. F. A. at Red Deer. Mr. Agassiz moved and Mr. Lawrence seconded. "That this convention endorse the resolution of the United Farmers of Alberta in regard to the railway complaints, and forward same to the minister of railways." Carried. On motion of Messrs. Tregillus and Warner the convention then adjourned till Friday morning at ten o'clock.

#### Re Hay Standards

On reassembly on Friday morning the delegates again took up the hay question, and after considerable discussion, Mr. Tregillus moved and Mr. Lawrence seconded. "That representations be made to the Dominion government pointing out the unsuitability of the present standards of hay for Alberta and British Columbia and the necessity for the creation of a suitable standard of quality for hay, if the hay industry of Western Canada is to reach its highest stage of development, such standard to give grades for timothy, clover, alfalfa, brome, wild native hay, and any other varieties which are necessary for the business of the West, and that competent inspectors be appointed to carry out the provisions of the Inspection and Sale Act in regard to the inspection of hay."

"Further, that a committee consisting of representatives of the United Farmers of Alberta, British Columbia farmers, and hay commission merchants be appointed to draft the proposed grades for hay and if same is suitable that the government be requested to add same to the Inspection and Sales Act."

"Further, that the Department of Agriculture for Alberta and British Columbia be requested to give their assistance in securing these amendments to the Act."

"Further, that the committee appointed consult the hay interests of Manitoba and Saskatchewan in preparing the proposed grades of hay." Carried.

Captain Worsnop then brought up the matter of the need for a terminal elevator at Vancouver and outlined the plans of the proposed A. B. C. Elevator and Wharf Co. This company have already secured a site for the wharf which is considered one of the finest in Vancouver. He had listened with interest to the arguments of the Western farmers on the elevator question and there was much to be said for and against same. He was tired of waiting for the government to get under way with government owned elevators, but would be perfectly willing if the government later wished to take over the business to hand the business over to them. At any rate he thought it essential that the government should regulate the handling of grain. He went on to speak of the selling of grain by sample, which he believed would be the method of the future. He advocated the sacking of grain by the farmers, and cited the experience of Washington and Oregon farmers. He also explained the value this would be for preserving the identity of the grain. Mr. D. W. Warner said he endorsed the captain on the need for storage at the Pacific Coast. He objected to the shipping of grain in bags, or putting the farmer to unnecessary trouble and expense, and stated that the farmers would not be satisfied with anything short of government owned elevators. Several questions and objections were raised during the objection, and in answer to them Captain Worsnop said the elevator

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