

istinctly favors who are fortun- ocated in close stations, to the of the large distance, and he disadvantage who have in- kind for a car- conditions are in Saskatche- In Alberta, is largely fol- ner having only grain for sale ler to encourage rity of Alberta change in this ould be made. tern shipments, is most detri- oubtedly enacted r shipments in ere not thought exists every sea- here is a time, ctober 15th to year, when all wheat districts and thus prac- sion. At such period, farmers load their own ship direct. In , farmers must order book, and ors become filled ict rush to the be first in order ent. The conse-



18,900.

any points over car book at one int last fall as Statistics show d from Septem- 5th of each year, re in a position t about 93 per Alberta is sold uring the period December 15th, le over 50 per ly returns again re after the con-

he time of the ilway company hich now makes grain west, and idea of western ceed rate put the in a position to e for their wheat for them to re- east. At this ere filled with uld not ship out ar workings of he farmers found tion where they) their grain to on their home t conditions. mmissioner real- of this matter ay company by of grain for the ed, providing the

railway agent at each station gave notice before cars were allotted that certain cars could be used for western shipment only, thus giving each applicant on the car book, in order of their registration, a chance to load the car for shipment west, if so desired. This might have relieved the situation, but soon after it was put into operation a party at Stavely, not a farmer, laid complaint against the railway company for furnishing cars out of turn, and the local Justice of the Peace imposed a fine of \$500. The Justice in this instance claimed that the Warehouse Commissioner could not interpret the law, it being the province of the Justice to do the interpretation.

The farmers of Alberta believe that a change in the Act as outlined in the above resolution, will give them the relief required without in any way lessening their privileges to load cars on track if they so desire. In fact, the farmers feel that this portion of the Act should be elastic enough to give them the right to dispose of their grain as they wish, and not, as at present under congested conditions, force them to load cars even though the elevator prices are in every way satisfactory.

Attached is a copy of the proposed Schedule "H."

As the Grain Act was under discussion last year and amended, the delegation do not think that it is advisable to make any changes in it until it has been enforced at least one full year. It is hoped, however, that some way may be found whereby the powers given the Governor-General-in-Council or the Warehouse Commissioner under the Act can be so interpreted as to provide that freedom necessary for the successful movement of grain westward. The trouble is provincial. IT IS NOT ASKED THAT IT APPLY TO SASKATCHEWAN AND MANITOBA, or to shipments going to the east—only to those going west.

If it is found impossible to so interpret either the powers of the Governor-General-in-Council or the Warehouse Commissioner, then the delegation would ask that the Warehouse Commissioner be instructed to so interpret the Act that he may authorize two car-order books at Alberta points, or for that matter at any point in the Manitoba Inspection division. If it is decided to create an Alberta Inspection Division, the two car-order books would go into effect only in the new division. The idea of having two car-order books is to have ONE FOR EASTERN and another FOR WESTERN shipments. This would, in a large measure, remove the difficulties under which Alberta grain now seeks a western outlook. It would also help to do away with a car shortage as a car can make two trips to the coast from Alberta points in less time than in making one to Fort William.

This relief is needed for another reason. There are totally inadequate terminal facilities at Vancouver for handling grain, and it is necessary that cars be quickly available at initial points to move grain in quantity to meet the loading of boats.

Resolution No. 5 :

RESOLVED, that in order to facilitate the immediate erection of a terminal elevator at the Pacific Coast, through which Alberta grain can be profitably exported to the markets of the world, this convention urge the erection of the terminal elevator at once by the Dominion Government, operated and controlled by the Government, and this resolution shall be at once telegraphed to the Government at Ottawa, asking a reply as soon as possible.

This resolution was passed by a unanimous vote of the convention, and the committee was instructed to forward a copy to the Dominion Government asking for an early reply as to their intention regarding the building of a terminal elevator at Vancouver, this year, in time to handle the present crop.

A copy of the Resolution was forwarded, and a reply received in return, but this reply did not seem to

be entirely final. This committee would urge the great necessity of a terminal elevator at Vancouver. The fostering and extension of the western grain trade requires such an elevator to be ready for operation by the time the present growing crop is available for export.

The Canadian Pacific Railway Company have signified their intention of building a terminal at Vancouver, but it is feared they are waiting until the Dominion Government gives a final reply to the request of the Calgary conference before actually commencing building operations. We therefore hope that a definite reply to this request may be speedily given.

Resolution No. 6 :

RESOLVED, that in case the Dominion Government refuse to grant our request to build terminal elevators at the Pacific coast after reasonable delay, we would urge the Canadian Pacific Railway Company to undertake the work in order that said elevators be ready for the crop of 1909.

This Resolution was also passed by a unanimous vote. It was the sense of the convention that if a Government-owned elevator was not built this year at Vancouver, it would be much more desirable to have a terminal owned and operated by the Railway Company, rather than by private individuals. In fact, this committee believes that if the Dominion Government does not take over the ownership of terminal elevators, that it should be made compulsory on the part of every railway company to furnish at all transfer terminals on its line, warehouses in the shape of elevators sufficiently large to handle all grain shipped to said terminals over its lines. These elevators to be operated only by the railway companies themselves under Government supervision, thus ensuring for the farmers and all other independent shippers, a place at every terminal for the reception and storage of their grain shipments that is not owned, operated or controlled by a corporation, that itself may be engaged in the purchase of grain at interior points.

It is the belief of this delegation that as railway companies are compelled to furnish warehouses at terminal points for the receipt and storage of all other commodities in transit over their lines where the shippers' effects can be stored at a nominal charge, that they should also furnish suitable warehouses for the receipt and transfer of grain.

To SUMMARIZE, the delegation asks :

1. The creation of a new Inspection Division consisting of the Provinces of Alberta and British Columbia to be known as "the Alberta Inspection Division."

2. The framing of new rules with regard to car distribution, allowing a farmer in Alberta to assign his car to an elevator, or, as an alternative, that two car-order books be introduced, one for eastern and another for western shipments.

3. That the provisions of the Grain Act apply to shipments going west in the same way as they apply to shipments going east.

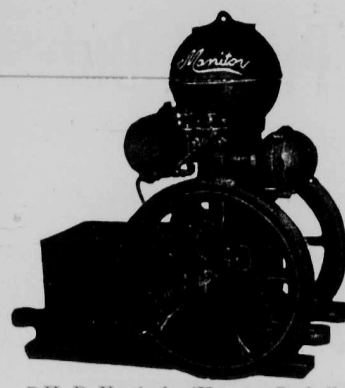
4. The question of Government ownership of Vancouver terminals be finally settled as quickly as possible.

5. That in the event of all terminal elevators not being taken over by the Government, all transportation companies be required to operate their special facilities for handling grain, i. e., their terminal elevators, on the same basis as their other freight warehouses.

Respectfully submitted.

Schedule H.

Assignment of car cannot be made unless a carload is sold by one or more farmers. In case several farmers join to make a carload, all their names must be placed jointly on our car-order book.



7 H. P. Vertical (Hopper Cooled)

"MANITOBA"

Gasoline Engines

HAVE NO EQUAL FOR

SIMPLICITY, ECONOMY

DURABILITY and STRENGTH

Every engine undergoes a thorough test before shipment, with the result that **THEY ALWAYS GIVE SATISFACTION** to the purchaser.

If you are interested in Gasoline **THRESHING ENGINES**, it will pay you to investigate the merits of our **20 HORSE POWER ENGINE**. It is guaranteed to develop 25 horse power, but is sold at the price of a 20 horse.

We manufacture engines in all sizes, from 1 to 25 horse power, Vertical and Horizontal, Stationary and Portable.

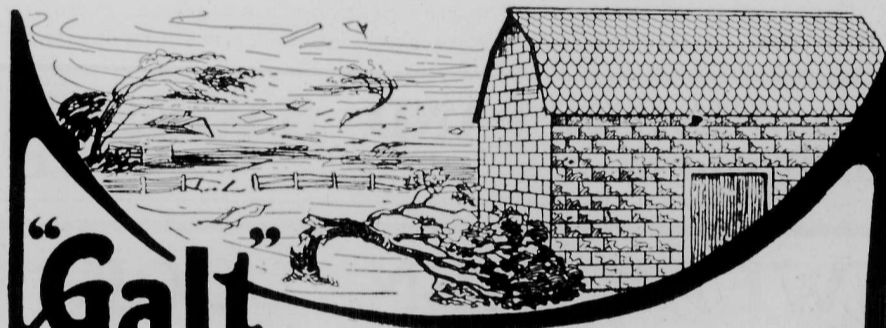
We also manufacture **POWER & PUMPING MILLS**, Grain Grinders, Saws, etc.

Send for catalog and copies of unsolicited testimonials.

MANITOBA WINDMILL AND PUMP CO. LTD.

Box 301

BRANDON, MAN.



"Galt" Shingles

The new "Galt" Steel Shingles and Sidings are the surest protection from the fiercest storms that rage—yes, even lightning storms.

They are made from the Best British Galvanized Steel Plates, which shed lightning like water from a duck's back.

No wind, rain or snow can penetrate the new Gale-proof, closed-end side-lock or the continuous interlocking and overlapping bottom joint. They are twice as securely nailed as any other—that's very important.

They are easily and quickly laid, and the Bold Gothic Tile pattern makes a very handsome roof.

They cost no more than ordinary metal shingles—why not have the "Galt Kind?" Our free Catalog "B-3" explains all about them.

THIS IS THE SHEET METAL AGE.

THE GALT ART METAL CO., LIMITED, GALT, ONT.

Sales and Distributing Agents: Dunn Bros., Winnipeg and Regina.

The Veterinary Association of Manitoba

Under the authority of Secs. 18, 19, 20, 22 and 26 of the Veterinary Association Act, 1890 (53 Vic., Chap. 60), the following persons only are entitled to practice as Veterinary Surgeons in the Province of Manitoba, or to collect fees for services rendered as such:—

Alton, A. L., McGregor.
Armitage, S. B., Crystal City.
Baker, T. F. P., Winnipeg.
Baker, J. P., Togo.
Barry, W. H., Cartwright.
Bonnet, J. C., Snowflake.
Bowman, E., Gladstone.
Bracken, G. E., Eden.
Broadfoot, J. W., Binscarth.
Byrant, F. W., Dauphin.
Clark, J. L., Russel.
Coxe, S. A., Brandon.
Cruckshank, J. G., Deloraine.
Dand, J. M., Deloraine.
Dunbar, W. A., Winnipeg.
Elliott, H. J., Brandon.
Fisher, J. E., Brandon.
Golley, J., Treherne.
Graham, N., Indian Head.
Green, E., Birtle.
Hassard, F. J., Deloraine.
Harrison, W., Glenboro.
Hayter, G. P., Birtle.
Henderson, W. S., Carberry.
Hilton, Wm., Winnipeg.
Hilton, G., Portage la Prairie.
Hinman, W. J., Winnipeg.
Husband, A. G., Winnipeg.

Irwin, J. J., Stonewall.
Jamieson, J., Kenton.
Kennedy, M. S., Elm Creek.
Lee, W. H. T., Minto.
Lake, W. H., Morden.
Lawson, R., Shoal Lake.
Leduc, L., Montreal.
Leslie, W., Melita.
Lipsett, J. H., Holland.
Little, C., Winnipeg.
Little, M., Pilot Mound.
Little, W., Boissevain.
McDougall, J., Kenton.
McFadden, D. H., Emerson.
McGillvray, C. D., Winnipeg.
McGillvray, J., Winnipeg.
McKay, D. H., Brandon.
McLoughry, R. A., Moosomin.
McQueen, L., Selkirk.
Mack, J. S., Neepawa.
Manchester, W., Wawanesa.
Marshall, R. J., Oak Lake.
Martin, W. E., Winnipeg.
Molloy, J. E., Morris.
Munby, J. A., Carman.
Murray, G. P., Winnipeg.
Ovens, Hugh, Swan River.
Pomfret, H., Elkhorn.

Part, J. H., Swan River.
Rutledge, T. J. E., Carberry.
Robinson, P. E., Emerson.
Robinson, S., Brandon.
Roe, J. S., Neepawa.
Rombough, M. B., Winnipeg.
Rutherford, J. G., Ottawa.
Still, J. B., Neepawa.
Shoultz, W. A., Gladstone.
Smith, H. D., Winnipeg.
Smith, W. H., Carman.
Snider, J. H., Winnipeg.
Stevenson, C. A., Reston.
Stevenson, J. A., Carman.
Sirett, W. F., Minnedosa.
Swanson, J. A., Manitou.
Taylor, W. R., Portage la Prairie.
Thompson, H. N., Bannerman.
Thompson, S. J., St. James.
Torrance, F., Winnipeg.
Walton, T., Killarney.
Welch, J., Roland.
Westell, E. P., Winnipeg.
Whaley, H. F., Wadena.
Whimster, M. A., Hamiota.
Williamson, A. E., Winnipeg.
Wilson A. F., Portage la Prairie.
Young, J. M., Rapid City.

The practice of the veterinary profession in Manitoba by any other person is direct contravention of the statute and renders him liable to prosecution. **FREDERICK TORRANCE**, Registrar