

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

BLESSED 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.

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A. L. CROSSIN
MANAGER

WINNIPEG OFFICE:
BANK OF HAMILTON BUILDING