

fed them to his cattle. He also claimed that reciprocity would increase freight rates in the West.

**P. E. Island Favorable**

A. B. Warburton, of Prince Edward Island (liberal), supported the proposed agreement as one which would be for the good of the whole of Canada. He believed it was the most beneficial measure that has ever been before the Dominion parliament as far as Prince Edward Island was concerned, for it contained nothing that would injure any interest in the island, and many things that would be of great benefit.

J. E. Armstrong, (conservative), also opposed reciprocity, which he claimed was the first step towards annexation by the United States, and on Thursday night the debate was adjourned until Tuesday.

The bill to incorporate the Grain Growers' Grain Company, which was given second reading last week and referred to the banking and commerce committee of the senate, will come before the committee for consideration on Wednesday next.

**Dr. Schaffner's Resolution**

The resolution moved by Dr. Schaffner on the terminal elevator question was as follows:

"That, in the opinion of this house, the present system of operating terminal and transfer elevators is detrimental to the interests of the Western grain producers, and that the government should take immediate steps to operate terminal elevators at Fort William and Port Arthur, and the transfer elevators between those terminals and the Atlantic seaboard."

In introducing the motion Dr. Schaffner appealed to the Eastern members to interest themselves in the elevator question, which he said was one of national importance. He thought he could justly claim that 75 per cent. of the advancement made by the Eastern cities during the past ten years was due to the development of the West, and the people of the East were therefore vitally interested in everything that was for the benefit of the people of the West. He also asked that the subject be not approached with partisan motives, saying that if there was any question upon which the Western members could agree it was this. Having referred to the position with regard to the interior elevators in each of the three Western provinces, Dr. Schaffner said the systems of government ownership adopted in Manitoba, and of government co-operation now being legislated for in Saskatchewan, were the result of organization among the farmers. In times past thinking people had been unwilling to ally themselves with the farmers' associations because of the want of stability and stick-to-it-iveness on the part of the farmer, but he thoroughly believed all that had been changed. They had a very good evidence of that not long ago when eight hundred farmers came to Ottawa—and not with Jim Hill's money either, but paying their own expenses—and that chamber rang with the enthusiasm and earnestness of those people as it had never rung before. It had been said that the farmers wanted too much; that they wanted the earth. Perhaps they did ask for a little too much, but did the manufacturers ever ask for too much? Did the railways ever ask for too much? They certainly did. And he could assure them that the farmers today were ready and willing, although they might be asking a good deal, to accept what was in their best interest and in the interest of the country.

**Watching the Manipulators**

He had spoken of the efforts which were being made by the provinces to solve the interior elevator problem, but of what advantage would that be, he asked, if the terminal elevators were left in the hands of the people who treated the producers unfairly, who had, in fact, for the last number of years, been stealing the farmers' wheat. The government had tried ways and means to prevent this, and at the present time the government was employing 95 men, at a cost of \$61,000 a year, to watch those who were doing the manipulating and the stealing. He believed it was an absolute impossibility to exercise such supervision as would prevent the mixing of grain, even if they had 500 inspectors there, and he was convinced that the only satisfactory remedy would be the government ownership and operation of the elevators.

Dr. Schaffner quoted from evidence and affidavits to show that wheat that was bought from the farmers as No. 3 and 4 was shipped from some of the elevators

at Fort William and Port Arthur after mixing, as No. 1 and 2, the result being to reduce the price paid for the different grades at Liverpool, and consequently at the places where the farmers sold their grain. He also drew attention to other grievances of the farmers, such as the neglect of the elevator companies to clean wheat on which there had been a deduction for dockage, and the use and disposal of wheat placed in storage by farmers and on which storage charges were being paid, and claimed that the farmers of the West had lost at least \$10,000,000 through the improper manipulation of their wheat at the privately owned elevators.

The four principles for which the farmers of the West contended were: That there should not be mixing, that there should not be unfair dockage, that wheat should not be loaned, and that wheat should be cleaned at the terminal elevators according to the certificate of the inspector at Winnipeg. He believed that there was only one way to do this, and that was to take the elevators out of the hands of the men who had a financial interest in the wheat that passed through them. The farmers in the past had been divided; through lack of organization they had failed to accomplish much, but they had now started organizing. They had followed the example of the railways and the manufacturers, and by means of organization intended to make their influence felt. "Today," he said in conclusion, "the ship of these farmers is afloat. It is controlled by competent officers and manned by able seamen,

# SASKATCHEWAN WINTER FAIR BOARD

REGINA, SASK.,

February 20th, 1911.

Dear Mr. Grain Grower:—Will you be one of the several hundred farmers to attend the Saskatchewan Winter Fair and Fat Stock Show at Regina on March 20th to 24th next?

There is every indication that the show this year will be a record breaker, not only in the number and the quality of the exhibits, but in attendance and interest. The prize list is generous. Four thousand dollars in cash and several silver cups await competitors.

There will be lectures and demonstrations on horses and fat stock by men of wide repute as breeders, judges and teachers. There will also be judging competitions for young men under thirty years of age, and a class for boys under sixteen years for judging sheep. Then there will be the auction sale of purebred cattle which affords an opportunity for purchasing purebred animals at right prices and of having them delivered to any station in the three Prairie Provinces at the rate of \$2.50 each. The Live Stock Associations of Saskatchewan will hold their annual meetings at night, one being held on each of the four evenings of the show. After the annual meetings there will be important addresses by men who speak with authority.

Reduced passenger rates are offered from stations in Saskatchewan. Tickets will be sold to Regina and return at the price of a single fare. Slightly different arrangements have been made for visitors from Manitoba and Alberta. Ask your agent.

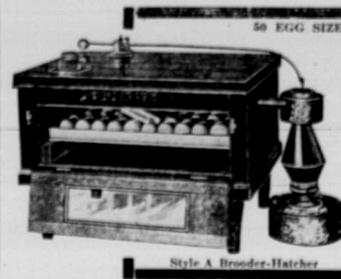
Spend a few days, Sir, at this important exhibition and you will be well repaid. I will send you a copy of the premium list and other information if you so desire.

Yours faithfully,

THE SECRETARY,

Saskatchewan Winter Fair, Regina, Sask.

P.S.—REMEMBER THE DATE—MARCH 20-24



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and the port to which it is making is the port of the greatest good to the greatest number and I believe that that will be the result of the adoption of the policy which I have advocated today."

**Neely's Amendment**

Dr. D. B. Neely, Humboldt (liberal), said that as the government had introduced a bill in the senate dealing with this subject he thought they might postpone that discussion until the bill was before them. This bill, he understood, made provision for a final remedy for the elevator question, providing for the appointment of a commission with the widest possible powers in dealing with the grain situation in Canada as the warehouse and grain commission had in the state of Minnesota, where, he believed the grain laws were

more satisfactory than in any other part of North America. The bill also contained the following clauses:

"The governor in council may authorize the minister to construct, acquire, lease or expropriate for His Majesty any terminal elevator if parliament has granted the money for such purpose.

"The Expropriation Act shall, in any case, apply to the leasing and acquisition of such terminal elevator and to the ascertaining of the compensation to be paid therefor."

The Grain Growers when they were at Ottawa demonstrated that a remedy was necessary, but he would not go so far as to say that they demonstrated the absolute necessity of government ownership

Continued on Page 42