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News from

Grain Growers at the Senate

Ottawa, March & .—The fate of the Canada Grain Act still hangs in the balance. It came before the Senate about the middle of the week for consideration, but was laid over in order that the representatives of the organized farmers of Manitoba, Saskatchewan and Alberta now in the capital might be given an opportunity of presenting their case to the members of the Senate. The conference has been held and the Senators have been informed that rather than have have been informed that rather than have the clauses respecting car distribution and sample markets remain in the bill they would prefer to have the grain trade remain under the Manitoba Grain Act

The farmers' representatives previously had a conference with Hon. Geo. E. Foster, minister of trade and commerce, who is officially responsible for the changes which have been made in the bill, but did not receive any great encouragement. Mr. Foster seemed strongly disposed to adhere to the view to which he has given ex-pression in the House that the bill will work out to the satisfaction of everybody concerned and that the grain growers are unnecessarily alarmed.

The members of the Upper House, who

met under the presidency of Senator Young to hear the delegates from the West, were much more sympathetic. It was hoped that, having heard the arguments advanced, the Senate would take up the consideration of the bill this week, but they were unable to do so as the bill dealing with highways and the Manitoba boundaries extension bill had the right

That the Senate is not indisposed to seriously amend legislation passed by the Lower House was demonstrated to-day when the bill to provide for the encouragement of the construction of encouragement of the construction of good highways was amended by the inclusion in it of a clause which had been rejected by the government majority in the House of Commons. It provides that the money to be voted for this purpose must be divided between the various provinces of the Dominion on the basis of population.

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The government assured the House that such was the purpose of the act, but refused to say so in the bill. The Liberal majority of the Senate took the view that as the government had declared its policy and the principle on which they proposed to act there was no reason why it should not be inserted in the bill, and by a vote of 35 to 11 they put it in. and by a vote of 35 to 11 they put it in.
There is no reason to believe therefore
that they will not be just as ready to
amend the grain bill, more particularly
as the question involved is even more
important. There is a similar difficulty
in connection with the bill to aid agriculture as is explained further on in this

Senator Davis, of Prince Albert, as matter of fact states that he proposes to move an amendment to strike out the clause governing the distribution of cars and also the sample market pro-vision, so that it looks as though the fight will be on in earnest by the time this reaches readers of The Guide with a good prospect that the bill will be amended. Whether the government will agree to the amendments is another question. If not, then it is quite possible that the Senators will kill the bill altogether so far as this session is concerned.

If not, then it is quite possible that the Senators will kill the bill altogether so far as this session is concerned.

On Thursday morning the representatives of the grain growers had their conference with the members of the Senate. They were given a cordial hearing, the members of the Upper House showing a real desire to ascertain their views as well as the reasons back of them. C. B. Watts and J. D. Flavelle were also on hand to present their views which coincided with those given expression to by the representatives of the farmers.

Mr. E. J. Fream, secretary of the United Farmers of Alberta, who was the first heard, frankly told the Senators that if they did not strike out the clause of the Grain Act giving the grain board to be named the absolute control of the car situation and the clause creating sample markets it would be better to kill the bill. The farmers, he assured the committee, would prefer the present act to one which, while containing many good features, would rob them of the protection they have fought so hard to secure.

Sample markets, he explained, would

secure.

Sample markets, he explained, would be quite acceptable, if the government proposed to go in for complete ownership of terminal elevators. He complained, in discussing the clause governing the distribution of cars, that the Emergency Bill passed this session had already been abused, and to make the provisions of that bill a permanent feature of the legislation governing the grain trade would be a bad thing for the farming community.

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He informed the committee that elevator men, under the provisions of this emergency measure, have applied for cars on the score that they had damp grain to ship and that in many instances when the cars were received the wheat put into them was perfectly good. Mr. Fream added that the elevator and railway interests had fought to get into the bill these provisions which are to the detriment of the farmers.

Emergency Clause Abused

A point strongly emphasized by Roderick McKenzie, secretary of the Manitoba Grain Growers' association, was that the railroads under the present act could create a blockade at their own sweet pleasure. The Emergency Bill, he said, had been framed with the object of getting out the wheat of no grade. Before it came into effect fifteen per cent. of the grain went no grade. Since that time ContinuedJon*Page 27



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