

SWAN GRAIN ASSOCIATION

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- - FILLMORE

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- - WAPELLA

TREASURER:
- - MOOSE JAW

BY LARGE:
Santaluta; George
at: F. W. Green,
Tate, Grand Coulee;
reval; Wm. Noble.

DIRECTORS:
n, Walpole; J. A.
aw; Charles Dunn-
ohn Evans, Nutana,
y; Thos. Cochrane,
Knox, Colleton;
North Battleford.

copy of this resolution
Dominion authorities
Carried.

♦ ♦ ♦
COMMISSION
n enclosing \$7.70 for
conviction reports,
and for subscriptions
ERS' GUIDE. Kindly
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LDECK G. G. A.

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STEPHEN, Sec.

♦ ♦ ♦
SWIFT CURRENT
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ACKETT, Sec.-Treas.
y 18.

♦ ♦ ♦
COMMISSION
MOOSE JAW.
of the Saskatchewan
was held at Moose
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possible an ideal sampling market. Such a market would put the different classes of buyers in competition with each other for the different qualities of grades. Not alone was there need for the remedy of abuses due to private ownership of storage facilities, but as one witness put it, the establishment of a public-owned system would be the thin edge of the wedge of public ownership, and the operation of transportation facilities and the creation of a system of internal storage operated under an independent commission.

S. K. Rathwell, one of the witnesses heard, who is at present interested in several farmers' elevators, was not in favor of abolishing the farmers' elevators in existence with the introduction of the government system.

H. Doerrell, president of the Moose Jaw Agricultural Association, advocated the government-operated elevators, but stood out strongly for certain control over the local operator by the patrons of the system. Asked by the chairman what he would suggest to ensure the financial success of such a system, he proposed to ask for a guarantee of support from the local grain growers and also to reward their patronage by fixing a rate of storage at the lowest point compatible with supplying a revenue for successful operation.

At Thursday's session the most interesting feature was a long discussion between E. M. Partridge, a member of the executive of the Saskatchewan Grain Growers' Association, and Prof. McGill, chairman of the commission.

Mr. Partridge was able to give much valuable information to the commission and promised to furnish a draft budget for their benefit, such budget to contain estimates of the scheme propagated by the grain growers so far as they are able to compile them.

Mr. Partridge stood out as opposed to anything less than the government-owned system. Nothing in the nature of a compromise did he think suitable. The whole system of private ownership was undesirable, he said. Government supervision did not meet with favor nor did the suggestion of government co-operation.

A long discussion on the financial side of the question followed. Mr. Partridge deplored the rampant commercialism of governments to-day against which he said there was forming a revulsion of feeling. He admitted that the government could not be expected to operate a system of elevators at a loss and he considered a small loss likely for a time unless they could realize there was a secondary good in operation which far outweighed the small pecuniary deficit.

The general trend of opinion, he held, was turing in that direction. People were realizing the good of the movement and were expressing it in their votes.

As the general intelligence of the country was raised so would their support increase, for as the articulate and intelligent portion of the community expressed themselves so would follow the more ignorant. Finally Mr. Partridge agreed on behalf of his executive to supply the commission with figures and estimates relating to their scheme as far as they could. He was promised help in the nature of clerical assistance on the authority of the commission if necessary.

♦ ♦ ♦ PLOW ROAD ALLOWANCE.

An idea came to my mind the other day, which I would like you to publish, and on which I would like the opinion of other farmers. Here it is: Let every farmer cultivate and crop a strip of land about 35 ft. wide right in the centre of the road allowance for three years. Each year plow it, and each and every time it is ploughed it must be struck out from the centre. After it has been ploughed three times the centre of the road would be about a foot higher, and the outside furrow would be a foot lower than the level of the prairie. The centre of the grade would be thus about two feet higher than outside furrows or ditches.

The crop would pay for the labor, but to encourage the movement, I would suggest that the government pay, say \$10. per mile at the end of three years. The recent bad prairie fires brought this idea to my mind, for these roads would make ideal fire guards. A fire could not gain force or spread, as these roads would be a perfect protection. Then think

of the thousands of miles of good roads we would have at the end of three years all through our Province.

Rossetti, Sask. ROBT. HICKS.

♦ ♦ ♦ RE GOVERNMENT OWNERSHIP.

In reply to your letter as to how the elevator question is to be handled, this local has passed a resolution to the effect: "That all internal elevators of Saskatchewan shall be controlled by an entirely independent commission, money to operate them to be advanced by the government. Also that the commission acquire the necessary terminal elevators to handle the grain at Fort William, thus doing away with middle men, so the producer can sell to consumer as direct as possible with the least expense. Also that the commission keep in view terminals at Hudson Bay on the proposed new railway."

We would like the commission to get us some relief this fall from the elevator companies who run elevators on the Outlook Branch.

Central Butte, Sask. LOUIS OPPER.

♦ ♦ ♦ SUMMER MEETING AT WADENA

Our association held a very live and interesting meeting on the 7th inst. After the minutes of the previous meeting were read and correspondence read and considered, the elevator question was taken up for discussion. After the various plans submitted were considered, we voted unanimously in favor of the one embodying a complete system with all the necessary equipment to handle our grain from the initial shipping point to the ultimate market.

Re plan of management. "The one embodying the Minister of Agriculture and two nominees of the Grain Growers' Association was the one most suitable to us, providing each had equal power."

We were greatly in favor of a summer meeting, and are very expectant of one at Wadena, as the Paseweg branch have consented to us holding it here provided we put up the \$20. We have decided to do that. So it is up to you to give us the exact date and have posters sent in good time.

Kindly let us know what is the nearest point to here that the elevator commission will sit. If it is here or near here, we should like to present some views in person.

W. T. McPHERSON, Sec.
Wadena, Sask.

♦ ♦ ♦ A NEW ASSOCIATION.

A Grain Growers' Association was organized at Hiss View on May 7th. Seven members joined and more promised to join the Association at the next meeting to be held on May 21st. I. W. Tinkess was the moving spirit in organizing the farmers here. But we have felt the need of it all along. We have been depending on the Harris Association, which is a little dormant at present. J. W. Fidler was elected president; J. K. Finlayson, vice-president; and F. A. Bouts, secretary-treasurer. The election of the board of directors was left over until next meeting.

Harris, Sask. F. A. BOUTS.

♦ ♦ ♦ MANY NEW SETTLERS

The manner in which the Great West is being developed was again demonstrated when a number of settlers from St. Paul and other places came through Winnipeg on the G. T. P. train Thursday.

A party consisting of 109 bound for the Trapping Lake district via Scott, Sask., occupied three private cars, which were chartered by the Luse Land and Developing company of St. Paul. Two private cars chartered by the William Pearson Land Company, Winnipeg, conveyed a party of forty-five for the Last Mountain Lake district via Watrous, while another two cars engaged by a real estate company, of St. Paul, carried fifty-six new settlers bound for Irma, Alta. From these three companies 210 new settlers will make their homes in the West, but on other cars also attached to this special were about 100 who had taken up land for farming purposes. There were eleven cars, and an official of the Grand Trunk Pacific is authority for stating that these investors in the Canadian West are worth at least \$10,000 each.

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