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WHEN WRITING TO ADVERTISERS PLEASE MENTION THE GUIDE

Saskatchewan

This Section of The Guide is conducted officially for the Saskatchewan Grain Growers' Association by J. B. Musselman, Secretary, Regina, Sask., to whom all communications for this page should be sent.

A CORRECTION

In the article dealing with the shipment of Patriotic Acre flour in the last number of The Guide, an accidental transposition of figures made the number of acres promised to read 6,470 instead of 6,740, which is the correct number.

S.W.Y.

THE CENTRAL SECRETARY

J. B. Musselman, the central secretary, is at present on an extended visit to the East in the interests of the association. On Monday, August 14, he, along with Mr. Maharg, made the presentation at Ottawa to the Governor-General, as the representative of the Imperial Government, of the huge shipment of Patriotic Acre flour. During his absence from the Central Office he will also visit Toronto, Montreal, and other points in the East, and will be away three or four weeks.

S.W.Y.

PATRIOTIC ACRE FUND

Since writing the article on the shipment of the Patriotic Acre flour which appeared in last week's Guide, my attention has been drawn to the fact that no mention was made of the part played by the C.P.R. in the matter. As a matter of fact the article was prepared very hurriedly, and in sections, at a time when the shipment of the flour was keeping those concerned extremely busy, and this, more than anything else, was the cause of the assistance rendered to the fund by the C.P.R. and other bodies being overlooked, for which I tender my apologies.

It has previously been stated that the elevator companies, with few exceptions settled for all wheat stored in their elevators at one cent per bushel over full track price; also that the banks, to a large extent, put thru the cheques contributed to the fund at par. I am glad now to be able to add that the Canadian Pacific Railway Company gave the Fund great assistance by making a considerable cut in their usual freight charges, thus adding very largely to the value of the gift.

It would perhaps be as well also to correct an impression which has been created by the daily press that the Robin Hood Mill Co. milled the wheat free of charge. The company does not wish to take to itself more credit than it is entitled to; therefore, I desire to say that what the company actually did was to mill the wheat at a little under cost.

The Association is greatly indebted to these various interests, and I cannot go far wrong, in the absence of Mr. Musselman, in expressing our appreciation of the valuable assistance they have rendered in making this fund so great a success.

S. W. YATES

ABUSE OF CAR ORDER BOOK

I have your letter regarding the car order book and loading platform. Law is enacted that all may receive justice. If a number of farmers combined with the elevator interests with the view of controlling the equal distribution of cars, it is high time the law was changed to prevent it. The fact that it is a number of farmers should make no difference. It simply results in forcing everyone to put his grain thru the elevator or leave it on the farm. This has been demonstrated very forcibly at this point. It is a disgrace to the Grain Act the way the elevators have manipulated the car order book at this point for the past four years and each year getting worse.

With reference to the loading platform. All I would have to do would be to report some definite case of abuse we have suffered and I would not get any cars to load grain in at all. The train crews and station employees would not abuse the platform loading if they did not receive some encouragement from minor officials of the railway. The general sentiment of the people here is that the proxy is wrong and should not

be tolerated longer, and the minor officials and train crews and station employees need different instructions. Wilcox Grain Growers' Assn. Ltd. Per W. B. FRYBERGER, Sec.

W. B. Fryberger, Esq.:—I have your interesting favor of the 17th ult., dealing with the question of the abuse of the car order book and of the loading platform privileges.

The Central is fully aware that there is a great deal of abuse in connection with the car order book. It is also aware that it is the earnest desire of all the railway companies themselves that the car order book rules shall be fully complied with. Furthermore, it is the wish and determination of the officers of every railway company doing business in Western Canada that its employees give courteous treatment to all its patrons, including those who wish to load over the loading platform. We have, therefore, the Central officers of the G.G.A. and the officers of the railway companies all anxious that these abuses should cease.

I wish now to take the liberty of telling you just where lies the very greatest obstacle which your Central officers and the railroad officers meet with in the enforcement of these rules. The fault lies with you, and other men, who like you, will not come forward with courage and determination and give definite information, accompanied with affidavits over your own signature. There is very little to be criticized in the Grain Act, but the Grain Act would not be worth, to the farmers of this province, the cost of the paper on which it is printed if every farmer took the position which you take. Furthermore, you are entirely in error in stating that you would not get any cars to load grain in at all if you placed us in position to give this information to the officers of the railway company. The superior officers of no railway company would for one moment permit any act of reprisal by its employees toward a farmer who gives such information.

I have discussed this very point quite recently with an important official of the C.P.R., and I can assure you that all that is necessary is for definite information to be laid before these officials, and your grievance, so far as the loading platform is concerned, will be cured. It is not possible to do it, however, without your co-operation, and unless you will grant this co-operation it is practically useless for the Central officers to raise the question with the railway officials. They demand facts, and nothing less than facts will go.

Personally, I believe with you that the proxy system is all wrong, and that it should be changed. It needs to be borne in mind, however, that the proxy system was instituted at the request of the organized farmers, and it is not likely to be removed unless there is extensive protest by the organized farmers, and a demand for its removal. I think that all your Central officers are in favor of the abolishment of the proxy system. This matter is being considered very fully by the Board of Grain Commissioners, and I hope to see some radical change in the law governing this point.

I think that the instructions to the train crews and station employees are perfectly satisfactory, but the enforcement of these instructions can only be attained by the co-operation of the patrons themselves who are suffering abuse of any kind. Let us have your full co-operation in this matter and I assure you that the abuse will be righted.

CENTRAL SECRETARY.

AGAINST HYBRID TICKET

In the meeting we held here on July 15 the following resolution was passed: "Resolved that we, the Donnellyville Local, place ourselves on record as protesting strongly against the use of the hybrid ticket, as used by the line elevators at the present time."

Donnellyville G.G.A. Ltd., Per A. R. McLEOD.

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Prices F.O.B. Winnipeg

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120	8	4	36.25
120	8	5	44.25
150	8	5	55.25
150	8	6	66.50

All our Belts are made by a thoroughly reliable firm of manufacturers, and are guaranteed to be perfect in every detail of material and construction. Other sizes will be quoted on application, also Rubber or Leather Belts.

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Northwest Agricultural, Canvas Covered. Prices F.O.B. Regina.

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25 ft. length	9.25



The Saskatchewan Grain Growers' Association

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