

WINNIPEG YARDS INADEQUATE

One of the causes of the present car shortage, which is costing the farmers of this country many thousands of dollars a day, is the congestion of the railway companies' yards at Winnipeg, due partly to the lack of room and partly to a lack of locomotive power. This claim is advanced by a railway man who should know. The Canadian Northern yards are totally inadequate for the handling and sorting of the cars which are coming into and passing through the city, and the traffic is in such a hopeless muddle that the switching system has almost completely broken down. Conditions at the C.P.R. yards, which are said to be the largest in the world, containing over 100 miles of sidings, are little better. The yards of both companies, as well as sidings all along the tracks throughout the West, are filled with cars which are not being moved and which are thus practically out of service. There is practically no congestion at Fort William and Port Arthur. The grain arriving is being unloaded promptly, and the cars returned, most of them loaded with west-bound freight. There are, however, several hundred cars standing in the yards at Fort William which are being used for the storage of freight which is awaiting forwarding instructions, and which has been removed from the warehouses to make room for package freight unloaded from steamers shortly before the close of navigation.

The number of cars which can be seen at Winnipeg, Fort William and in sidings along the track, would lead one to believe that the trouble is not actually one of a shortage of cars, but rather is due to the fact that the cars are not being made proper use of by the railways for lack of engines and yard facilities. The railways are probably doing the best they can with the equipment at their disposal, but there seems to be no reason why they should not have sufficient engines, cars and yardage to handle the crop much more expeditiously than they are doing. The railways, of course, realize that they will eventually get all the traffic and it probably suits them just as well to wait for some of it until next spring and summer rather

than expend more money on equipment. At competitive points it is possible for one company to lose business by the failure to supply cars, but these points have as a rule been fairly well supplied by both companies, stations reached by only one line having been discriminated against in the supplying of cars. It is alleged, also, that the Manitoba grain act has been evaded and that the elevator companies have secured cars when farmers were unable to do so, thus forcing the farmers to sell to the elevators at prices which showed excessive spreads between street and track. It is charged that the agents of the railway companies have accepted bribes in return for favors of this kind, and that at many stations a regular fee of \$4 has been exacted by the agent before a car has been supplied.

The Grain Growers' Guide

G. F. CHIPMAN, Editor

Published under the auspices and employed as the Official Organ of the Manitoba Grain Growers' Association, the Saskatchewan Grain Growers' Association, and the United Farmers of Alberta.

THE GUIDE IS DESIGNED TO GIVE UNCOLORED NEWS FROM THE WORLD OF THOUGHT AND ACTION and honest opinions thereon, with the object of aiding our people to form correct views upon economic, social and moral questions, so that the growth of society may continually be in the direction of more equitable, kinder and wiser relations between its members, resulting in the wisest possible increase and diffusion of material prosperity, intellectual development, right living, health and happiness.

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LOWER RATES TO SASKATCHEWAN

The Board of Railway Commissioners have ordered the railway companies to prepare new freight schedules which will go into effect on April 1 next between Fort William and Regina, Moose Jaw and other points west of Manitoba. This order of the board was first made in 1910, but an appeal was made by the railway companies, who claimed that the board was exceeding its jurisdiction. The case came before the board on the application of the Regina board of trade, which claimed that the rates between Fort William and Winnipeg and between Fort William and Regina discriminated against the latter point. In reply the railway companies contended that the discrimination was justified by the fact that the Manitoba government had made

contracts with the railways by which rates were lowered in consideration of the guarantee of bonds, and also that Winnipeg, being an established distributing centre, had vested rights. The railway commission ordered the railways to file lower tariffs to Regina, Moose Jaw and other points in Saskatchewan, and on appeal by the railway companies the Supreme Court recently upheld the commission.

DIRECT LEGISLATION MEETINGS

Mr. F. J. Dixon, the official lecturer for the Direct Legislation League of Manitoba, will leave Winnipeg on January 2 for an extended tour through the province, delivering addresses on Direct Legislation. Mr. Dixon will address one or two meetings a day, and the following have been arranged to date:

Location	Date	Time
Carman	Jan. 2	Afternoon or evening
Somerset	" 3	Afternoon
Swan Lake	" 3	Evening
Dunrea	" 4	Afternoon or evening
Elgin	" 5	Evening
Baldur	" 6	Afternoon
Belmont	" 6	Evening
Hartney	" 8	Evening
Souris	" 9	Evening
Wauchope	" 10	Evening
Reston	" 11	Afternoon
Pipestone	" 11	Evening
Beresford	" 12	Evening
Kemnay	" 13	Afternoon
Brandon	" 13	Evening
Carroll	" 15	Evening
Stockton	" 16	Evening
Nesbitt	" 17	Afternoon
Holland	" 17	Evening
Cypress River	" 18	Afternoon
St. Claude	" 18	Evening
Treherne	" 19	Afternoon
Starbuck	" 19	Evening

Word has been received at the Winnipeg office of the Ogilvie Milling Co. that it has been decided to erect a mill at least equal in capacity and possibly larger than the Winnipeg mill, in the Middle West, and have it ready to grind the crop of 1912. The exact location has not yet been decided upon, but it will be somewhere between Winnipeg, Calgary and Edmonton.

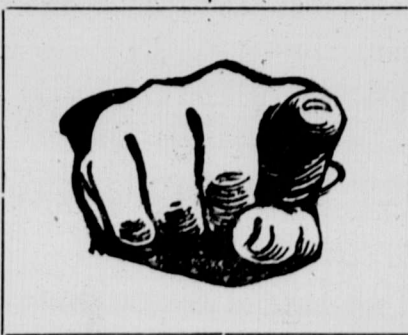
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