

Recently the Secretary of the Manitoba Grain Growers' Association made the following application to the Board of Railway Commissioners at Ottawa:

"On behalf of the Manitoba Grain Growers' Association I am instructed to make application to your Board, for a reduction in the charges of elevating and storing grain in the C.P.R. terminal elevators at Fort William to the same charges as they make for similar services in their elevators at Owen Sound, east of the lakes.

"The Grain Growers' Association also desires that such reduction of the storage tariff as may be decided upon shall also apply to the terminal elevators owned by the C.N.R. at Port Arthur, also the terminal elevators in the course of construction by the G.T.P. at Fort William.

"I am informed that the Dominion Millers' Association have made application for a reduction of the storage tariff of the terminals at Fort William, and we would like this application to be heard at the same time."

Handling Grain at Terminal Elevators

FORT WILLIAM

Rt. Hon. Sir Richard Cartwright,
Minister of Trade and Commerce,
Ottawa.

Sir,—I believe that if a company were permitted to manipulate the grain which passes through their elevator at Fort William, they could make a handsome profit, if they did the elevating for nothing, giving free storage for 10 days, and only charged $\frac{1}{2}$ c. bushel storage after that, including insurance in the British American or Canadian Northern elevators, and insurance extra in the other elevators.

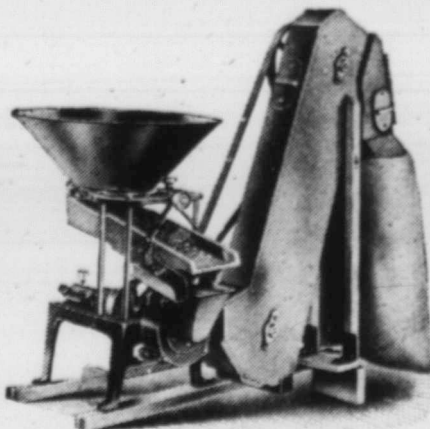
I believe it would pay good interest on the investment to operate the elevators on the above terms, and carry out the law preventing any mixing in the elevators, provided they were permitted to make selections of the grades.

To illustrate what I mean, take for instance No. 2 Northern, which is 3c. under No. 1 Northern. As the No. 2 Northern came in the elevator, I would select all the No. 2 Northern that barely passed inspection, and put it in one bin, and the No. 2 Northern that just missed inspecting No. 1 Northern in another bin, and the No. 2 Northern that was say half way between these in a separate bin. I would have three grades of No. 2 Northern which all cost me the same, and the poorest grade which barely would pass inspection, I would give out on regular No. 2 Northern orders. The middle grade I would sell at an advance of 1c. to $1\frac{1}{2}$ c. bushel, and the best grade at an advance of 2 to $2\frac{1}{2}$ c. bushel. The same thing could be done to even a greater extent as between No. 3 Northern and No. 4 the spread being at present $5\frac{1}{2}$ c. bushel, and

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