

A Difference of Opinion is not a Cause for Strife—cont'd from page 7

ways had to be forced to obey the provisions of the clause by bringing suit against them. And they also know that the elevator owners used to induce farmers with little or no grain to ship, to order cars, have them spotted at a certain elevator, ostensibly to be loaded with their own grain, but in reality with grain belonging to the elevator owners, thus, in a time of a car shortage, depriving the would-be shippers among the farmers of their proper share of an already inadequate supply of cars, so that many being pressed for money to meet their obligations, could not await the arrival of a car, but were forced to sell to the elevator owners at "street" price, perhaps ten cents below "track" price. That is to say, the price they could have obtained could they have loaded their grain.

Knowing all these things, their leaders are very skeptical of the ostensible reasons advanced by railway officials or elevator owners for the amendment of the clause, especially when they have been witnesses of arguments which were deliberate lies, being used by these interests when seeking to have the clause amended last year.

Would it be wonderful if one of these men should display a shade of impatience at hearing the arguments supplied by these interests used by the secretary of a farmers' association, though they were used honestly and with a sincere desire to aid his people?

Another fact must not be forgotten in this connection. Mr. Fream was for the time being acting as a delegate of the Calgary conference of the various interests, and not as being instructed by the farmers' association of which he is secretary.

A letter sent by the Hon. Frank Oliver to a friend in Alberta shows how skeptical he is also of the benefits to be derived by farmers out of the proposed amendment.

He said in part: "I am inclined to think that the alleged interests of the Company in the Western movement of grain was rather with a view of finding an argument against the car distribution clause of the Grain Act to the detriment of the farmer, than with a view to securing a Western outlet for Alberta grain for the benefit of the farmers. I am sorry that the Calgary meeting has lent itself so readily to the designs of the railway company."

If the railways want to help the farmers, let them supply cars that can be loaded for either eastward or westward shipments as desired by the shipper, and make Calgary an order point instead of continually playing into the hands of the elevator people, as they have been doing for years.

Let the elevator owners pay such a price for "street" wheat that the farmer who hasn't a car lot is not skinned to the bone, then their protestations of zeal for the welfare of the small shipper may receive credence. A new country, where there are lots of beginners with less than a car lot and hard up for cash, is the Eldorado of the elevator owner, as any of them will tell you in communicative moments.

Let them permit the joint filling of special bins by a group of small farmers, and then pay car lot price for the grain. Let them allot special bins to farmers and then pay such price for the grain. Let them allot special bins to farmers and then pay such price as will induce them to sell at the point of shipment in which case they will get all the cars the railways supply, as the farmers will have no need for them if their grain is sold. Where the farmers prefer to ship, the elevators

not having the grain do not need the cars.

If the railways want to help the farmers, let them send out all available cars and allot them to applicants without distinction for either eastern or western shipment and make Calgary an order point.

If the elevators have a western market that will enable them to pay more than grain shipped by the eastern route can command, and if the lack of storage facilities at the Coast will not allow the individual farmer shipper to enjoy the western market, then the elevator owners will be able to pay better prices than the farmer can secure elsewhere, in which case the farmer will sell to them, and so doing will not need any cars, leaving the whole number supplied by the railway for the use of the elevators. What can they ask for more, unless it be changes in the Act which will permit a cinch in the car supply that will enable them to secure grain cheaper than under the present regulations?

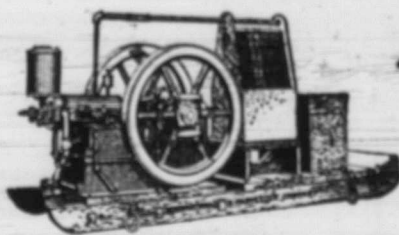
We think the editor of the Homestead and other friends of Mr. Fream, also Mr. Fream himself, will see that there was

no intent to impute unworthy motives to him, but that there was simply a desire to prevent the Alberta people from making the mistake, for so the Saskatchewan and Manitoba farmers regard it, of breaking down the bulwark against fraud which the car distribution clause provides.

The value of an official organ is heightened and not impaired by criticism, is for impersonal objects as this criticism assuredly was.

The chief value of having the three official organs grouped under one cover is that the criticism of one association may correct the judgment of another on matters where opinion is in a formative state.

The GUIDE has replaced the Homestead as an official organ in the West, but the graceful and manly way in which its editor accepted the change assures me that his championship of Mr. Fream, and criticism of the attitude of the GUIDE had no more sinister motive than a desire to protect a friend from what he mistakenly believed to be an imputation of want of loyalty to the farmers' interests.—E.A.P.



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