

Manitoba

This Section of The Guide is conducted officially for the Manitoba Grain Growers' Association by R. C. Henders, President, Culross, Man., to whom all communications for this page should be sent

WHAT DO YOU THINK?

At a meeting of the Canadian Credit Men's Association, held in Winnipeg recently, Vere Brown, superintendent of the Bank of Commerce and chairman of the sub-section of the Bankers' Association, is reported to have said that "the fact must be driven home that the prosperity the West had enjoyed arose from and was mainly based on the fertility of our lands." He stated that "we had had an immense amount of bad farming here in Western Canada, a good deal of medium work and a minimum of high class farming." "What we need is a Kitchener of agriculture to select his own staff and direct the energies of our army of the soil."

When will the men who are responsible for placing on agriculture in Canada an economic burden that drove thousands of men off the land and bled farmers of their resources to such an extent that many of them cannot farm as well as they know how, cease to give advice and take some measures to make the production of foodstuffs in Canada a profitable business?

Many intelligent men think we need a Kitchener of finance to make money available for food production more than a Kitchener of agriculture to teach better farming.

Heaven knows we have enough people in Canada now who presume to teach farmers how to farm.

PROPOSED RELIEF FUND

At a meeting of the executive of the Ninga Association, held Wednesday evening, September 9, the matter of the Manitoba Association, as a whole, raising a relief fund, to be placed as decided on, was discussed. One man thought a sack of flour, or its equivalent in cash, should be given by every member. I might say I am not in favor of any fixed amount, but surely there are cases where a dozen sacks of flour would not be too much. Our thought is that something tangible on the part of the Grain Growers' Association would place us in a true light. For surely there are few, if any, in our ranks but are in real sympathy with Britain in this forced war. And yet we are quoted in some sections as being un-British, particularly in connection with that resolution passed at last convention. Every town and hamlet is having its meeting and trying to do something. Almost every farmer will be canvassed to swell their lists. It will be given under the name of the town. Meanwhile, the Grain Growers' Association is misrepresented. We want to be advised, and to be in full accord with the mind of the Central.

If approved of, let us know promptly and we will get busy. I would not think it too much to expect from \$300 to \$1000 from each local. When the cause is worthy and a responsibility, we should face it honestly. If such outrages as were enacted in Belgium can go unpunished, who would be safe?

GEO. LOVE, Sec.

Note—What have other branches of our Association to say in reference to the above suggestion from Ninga? Let us know.

SHORT OUT-TURNS AT TERMINALS

The perennial complaint of short out-turns at Fort William and Port Arthur is with us this year the same as in former years. These complaints continue to come from shippers of grain from interior elevators and from loading platforms alike, notwithstanding the activity of the Grain Commission in an attempt to remedy the matter and find a solution of the difficulty.

Operators of elevators in the country complain bitterly of the losses they sustain in shortages on grain shipped to the lake front and weighed into the terminal elevators. The question was threshed out at a conference held in Winnipeg between the Grain Commission and representatives of the grain trade, August 31. At this meeting Dr. Magill, chairman of the Commission, stated emphatically that nowhere in America is there a better system of weighing grain at terminal elevators than that now obtaining at Fort William and Port Arthur. He had no hesitation in placing the cause of shortages on defective weighing of

grain into cars and leakages in transit thru loading into leaky cars or negligence in cooping cars properly when the grain is loaded.

When asked the direct question as to why, in view of that statement, the Commission did not take steps to have grain properly weighed in the interior as well as at the terminal elevators, he replied that they had no authority to inspect scales, that the Weights and Measures Act was administered by and under the control of the Inland Revenue Department, and that the Commission being appointed under the authority of the Department of Trade and Commerce, they could not exercise any supervision or exercise any power over the scales used in weighing grain. The power of inspecting and controlling the scales used in the terminal elevators has been granted them by special arrangement with the Inland Revenue Department, but that department refused to extend that jurisdiction any further.

The elevator companies have, in recent

practice of deducting one per cent shrinkage in addition to the usual dockage to protect themselves against short out-turns at the terminals.

An application was made to the Commission to have this practise of the trade which was not authorized in the past made a standing rule of the Commission. The probability is that this will be granted. There does not seem to be a disposition on the part of grain dealers to unduly press the transportation companies for compensation for losses of grain in transit. Few grain companies like to get into a quarrel with the railway companies. They find it much easier to pass their losses over to the farmer and make him put it up, with that end in view they resort to the device of compelling their operator to give a bond guaranteeing full weight in his elevator at the end of the season.

It is somewhat of an anomaly that weights and measures, which have to do with trade and commerce, should be placed under the jurisdiction of a department of the government which has nothing to do with trade and commerce. One can hardly conceive of any good reason why the administration of the Weights and Measures Act should be intrusted to the Inland Revenue Department and not to the department to which it naturally belongs. If the government would transfer the administration of the Weights

and Measures Act to the Department of Trade and Commerce, the inspection and inspection of all scales having to do with the weighing of grain between the farm and sea-board would automatically come under the jurisdiction of the Canadian Grain Commission. From the activity they displayed within the last twelve months in perfecting the weighing system in the terminal elevators, there is every reason to believe that they would exercise a like activity in looking after the scales at country points.

The government terminal elevator at Port Arthur is under the same cloud as other terminals regarding short out-turns and it is reasonable to suppose that the Commission should be anxious, if for no other reason than to protect the reputation of their own terminal, to see to it that scales used to weigh grain shipped to terminals would be properly inspected and kept in good condition and that the transport companies would be compelled to make up shortages caused in transit by defective equipment, if they were vested with the power to do so.

These questions should be taken up actively by the Grain Growers' associations as soon as they are thru with harvest so that the matter can be brought before Parliament at the approaching session and presented to the government in some concrete form before the next session of Parliament.

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