

should be so arranged as to admit easily of addition and extension as necessity demands.

(3.) That the charges for handling and storing grain be such as to provide interest on amount invested, cost of maintenance and provision for gradual payment of initial cost.

(4.) That a certain per cent of the storage, (not to exceed 25 per cent.) should be at the disposal of buyers of street grain.

(5.) That two or more farmers be granted the privileges of jointly occupying a bin.

(1.) Advantages without the co-operation of the Dominion Government:—

(a.) The abuses incident to the storage facilities being in the hands of those interested in the purchase and sale of grain would be abolished, such as, improper grading, the giving of light weight, the taking of excessive dockage, the substituting of grain of inferior quality for that specially binned by the farmer, denying the privilege of special binning to the farmers on the false plea of lack of space and interference with the freedom of shipment of stored grain by the owner.

(b.) Adequate facilities for the cleaning of the grain are not provided by the elevator companies. The Government system would enable the cleaning of grain to grade requirements before shipment, retaining to the farmers a large amount of screenings valuable for feeding purposes, increasing their chances of obtaining higher grades when grain was inspected and saving them from payment of freight on screenings from point of shipment to the terminals.

(c.) Dockage would be no longer a matter of guess work. The farmer would be credited with his exact amount of cleaned grain and permitted to retain his screenings, which oftentimes include valuable food products, such as broken grains and domestic grains of various kinds, as well as weed seeds having a high feeding value.

The following facts illustrate the saving possible in this connection. It is estimated that the 70 millions of wheat of the crop of 1906 contained 2 per cent, or 1,400,000 bushels of screenings, averaging in worth $\frac{1}{2}$ ct. per lb. and which cost the farmer on an average 10 cents per bushel in freight charges, owing to his inability to have his grain cleaned before shipment. These two items represent a loss of \$560,000 to the farmers of the West, which will occur every year with additions until abolished by the establishment of a Government storage system equipped with proper cleaning apparatus. The above amount would pay the interest on a sum sufficient to create the storage system asked for and provide a sinking fund which would liquidate the cost within a reasonable term of years.

The grain being weighed into cars by a Government official having no interest therein, will facilitate the collection of claims for shortage from the railway companies.

(d.) The preservation of the identity of grain in special bins under the custody of Government officials will make possible the establishment of a sample market which will largely correct the injustices incident to a grading system, when climatic conditions make it impossible for the grade description to classify grain according to its intrinsic value. For example, a slight bleaching suffered by a large percentage of wheat the year before last condemned millions of bushels having the essential qualities of One Hard to be graded as Two Northern, making the price four cents per bushel less than it should have been and occasioning an enormous loss to the producers. Also this year, owing to a general frost the grading system operated to group types of wheat together in the same bin having in many cases a difference in value of twenty cent a bushel.

(e.) The having of storage facilities in the interior under Government supervision would make it possible to send samples to be displayed on the sample market in advance of shipment. This would permit the grain to be exhibited for a number of days without expense to the owner

and also permit of the grain being sold for shipment, either East or West of the point loaded.

(f.) With the building of the Hudson's Bay Railway will come a still greater advantage in interior storage as grain in the interior will have the choice of two routes and two markets, while grain sent to the terminals before being sold will have only one.

(g.) The presence of Government storage facilities that could be used by buyers, who are not owners of elevators would place these buyers in a position to compete on even terms thus preventing a monopoly of the market by elevator owners, and tending to keep street and track prices near together.

(2.) Advantages with the co-operation of the Dominion Government:

The complete plan of the Grain Growers' contemplated the passing of an amendment to the Inspection and Sale Act that would permit the operator of a Provincial elevator to discharge the functions of a Dominion weighman and sampler, and the granting of weight and grade certificates, the grading to be done by the inspection staff at Winnipeg using the samples of the contents of the special bins forwarded by the elevator operators.

Several members of the Dominion Government have given representatives of the Grain Growers' an assurance that such legislation can be easily secured as soon as the request is made by a Provincial Government.

The additional advantages under these circumstances would be that grain could be sold for future delivery to greater advantage since the grade would be known. Also advances on Warehouse Receipts could be secured so soon as delivery of a car lot was completed at the initial elevator, enabling a farmer to discharge his more pressing liabilities and market his grain in a leisurely manner, selling only when there was an active milling or export demand. The effect would be a generally higher level of prices for the farmer. Collections would be facilitated and transportation would not be demanded at any season of the year in excess of the power of reasonably equipped railways.

The best of all reasons for creating the system is that the class who form the major part of the population demand it, and that it can be granted without placing a tax upon the remainder of the people.

Moved by R. C. Sanderson, seconded by T. H. Woolford and resolved: That the secretary of this meeting mail to each of the Premiers a copy of the findings of this Council with respect to the elevator question, and ask them to arrange a meeting at an early date between themselves and the representatives of the Grain Growers for a further consideration of a scheme for the establishment of a provincial elevator system.

Moved by George Langley, seconded by R. McKenzie: That a letter be addressed to Sir Richard Cartwright couched in the following terms:—

"We, the Inter-provincial Council of Grain Growers' having heard the report of our delegates, who recently attended the Grain Conference at Ottawa, while thanking you and the other members of the Government for the sympathetic hearing given to the suggestions we submitted through them, would earnestly impress upon the government our most decided conviction that only by cleaning out all parties interested in buying and selling grain from all connection with the terminal elevators, can the purpose we have in view be accomplished. We earnestly urge that legislation will be passed at an early date to carry out the suggestions the farmers' delegates placed before the Government."

Moved by F. W. Green, seconded by D. W. McCuaig, That this Inter-provincial Council of Grain Growers and Farmers' Associations is pleased to learn that a successful effort has been made by the Grain Growers' Grain Company to afford the farmers of the West better banking facilities in connection with the marketing of their grain by interesting a strong bank with a large amount of Eastern deposits' avail-