

stuff. In addition to this it is a common practice in country elevators to reduce the average quality of the grades by mixing and blending before shipment to the terminals. Also the various shipments going forward from the terminals will not be of an average quality though taken together they may average up to a certain standard. Some shipments will be good, some fair and others poor according as the accident of entry has grouped the grain. Thus all the Old Country dealer absolutely counts on, is that his shipment will just meet the grade requirements, hence his price is already based on a line quality of grain."

"We strenuously oppose any change in the car distribution clauses of the Act, that would interfere with the present system of allotting cars to farmers. We have submitted figures at the conference that clearly show that in practice only a very small proportion of delay to cars is due to the operation of the Grain Act, but that the delay is the result of detentions after cars are loaded and ready to be pulled out from points of shipment together with delays at sidings en route. Of the time occupied in transit over one-half is caused by delays within the control of the operating department of the railways."

"The contention of the grain dealers that the abnormal spread between the price for 'track' and 'street' wheat is due to the present system, is manifestly absurd when we remember that this present system is the outcome of an agitation caused by the low prices paid for wheat 'on street' as compared with prices in store at Fort William when the Grain Dealers got all the cars."

"We are particularly anxious that a provisional clause should be inserted in an appropriate place in the Inspection Act, providing that should the provinces, or any of them, create a system of provincially operated elevators, the provincial operators will be able to exercise the functions of Dominion samplers and weighmen, so that certificates of weight and grade may be obtained before shipment."

So far the Dominion Government, while making some concessions in the matter of special bins, has made no adequate response to the requests of the farmers.

The Premiers met at Regina on May 4th, 1908, talked the matter over among themselves and finally sent for Geo. Langley, M.P.P., member of the Board of Directors of the Saskatchewan Grain Growers' Association, who was in the city.

After conferring with him he was chosen to act as ambassador for them in their negotiations with the representatives of the Grain Growers.

Just at this point it may be proper to state in what shape the demands of the Grain Growers in the various provinces had taken in putting them before the local Governments.

The Manitoba Government, and the Saskatchewan one as well, had been furnished with copies of a widely circulated pamphlet entitled: "Provincial Ownership and Operation of a System of Line Elevators."

In addition to this Mr. Langley had put in a statement to the Hon. Mr. Scott, and Mr. Woolford had put in one to the Hon. Mr. Rutherford. The demands set forth in these several documents were essentially the same.

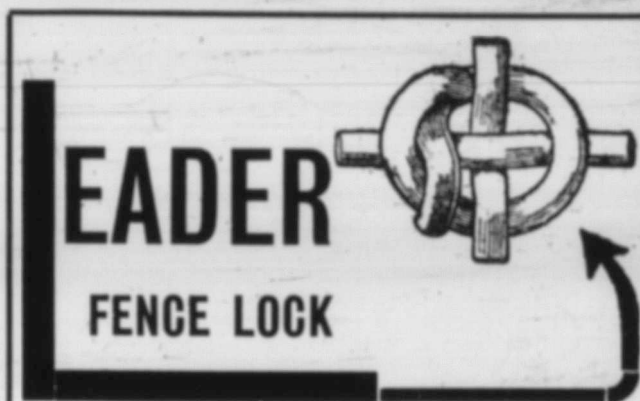
As an example of the general tenor of these representations, the following extracts are given from the pamphlets above mentioned:

#### Conditions Which Make a Government System of Elevators Necessary

"The most significant fact about the grain trade today is the absence of any real competition. True, there are dealers who appear to be in keen competition at country points as well as in the secondary market in Winnipeg. The exposure of the pool among elevator owners at country points, however, indicates that the presence of a number of buyers at a point is not proof that competition exists there. The keeping of a number of buyers where one would have been sufficient, indicated a deliberate effort to mislead the public into believing that there was competition where none existed. In the same manner, in the secondary market a number of commission men and track buyers apparently competing with the line elevators and mills for grain, is no evidence that competition really exists."

"The grain trade of the West is practically in the hands of a small group of elevator owners and millers, with whom for various reasons competition is impossible without Governmental intervention and assistance."

"Possessing, as they do, practically all the storage facilities at country points, they are able to buy consider-



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ably over half the wheat by the wagon load, at prices very much under the quotations for car lots. The farmer, goaded by his maturing obligations, and prevented by the lack of transportation facilities, from shipping his grain in car lots to the secondary markets, is forced to take what those possessing the storage facilities care to offer. The great milling companies in addition to buying much wheat at street prices are enabled to test various types of off-grade and commercial wheats, and find many among them having a higher intrinsic value than is supposed to belong to the grades into which they are thrown by the imperfections of the grading system. They select the best of these for use in their mills, sending the less desirable types to the terminals for export, thus tending to lower the general average of export values, that is, the prices against which they must compete in buying the uncured wheats. The fact that the Ogilvie Milling Co. has lately declared a dividend of 14 1/2 per cent. on stock which can scarcely fail to be of the largely watered variety, indicates that millers are not paying anything like the real value of the farmers' product. They have further proved their ability to sell their flour in the world market at prices considerably lower than those charged their customers in this country after paying the cost of transport."

"The large elevator companies, in addition to buying a very large proportion of the crop at street price, several cents below track value, have opportunities for buying much of this grain as belonging to lower grades than it is entitled to be put into. Much of the rejected grain can be reduced to straight grade at much less cost than the spread between rejected and straight grade quotations. Light weight, heavy dockage, the putting out of wheat of inferior quality in place of the farmer's special binned grain, the placing of barriers in the way of special binning and the making of shipments through their elevators by farmers, are additional advantages which the possession of the storage facilities gives them over their competitors."

"Much of the terminal space is also in the hands of the elevator companies. The investigation which took place on the American side, with respect to the Duluth terminals, indicates that the illegitimate profits of the terminal elevators may be very large. At Duluth it was found that, while all grades found entry into the terminal