

would get hold of it and they would get all the benefit and other people going in would get nothing.

To this end no shareholder was allowed more than four shares. The shares were placed at \$25.00 each, purposely to make it possible for every farmer to join.

No shareholder can transfer his stock to any person, unless approved by a vote of the shareholders at a general meeting.

No one can be a shareholder but a farmer. The Directors, nine in number, must be elected from the shareholders, and therefore must be farmers. The Executive officers must also be elected from the Directors, and are farmers.

SAMPLE MARKET.

Any person who has made a close study of the Elevator system in the country and at the terminal points, by which our grain is marketed, and the unfairness and injustice of the grading system by which its value is in a large measure determined, has come to the conclusion that pressing reforms are necessary in each of these phases of the trade.

Under the grading system which now determines to all ends and purposes the value of our grain, color is the chief factor in deciding whether it shall grade No. 1 Northern or No. 3 Northern. Cases by the hundred can be quoted where plump hard wheat weighing 61 to 65 lbs. per bushel has been graded down merely from some defect in color.

Instances are numerous where wheat threshed out of a field before a rain, graded No. 1 Hard. After a few hours' rain which bleached it slightly, it would grade better than No. 2 Northern, and the farmer took 4c. per bushel less, while its milling value was not lessened one iota. In addition, numerous Government and other tests have proved this beyond question, in spite of the statement of our larger millers to the contrary.

In order to get upon a right basis, this must be changed. Weight and not color should be the principal factor in determining the value. This can only come about by the introduction of a sample market, where wheat can be bought and sold upon its actual milling value. For this reason we wish to see a sample market replace our present grading system.

GOVERNMENT ELEVATORS.

The Company is also working for Government Elevators, both interior and terminal. As long as the storage facilities remain in the hands of a small group of traders, fraud and injustice are bound to prevail. Think of it for a moment. Who have really built the present system of elevators and maintained them? It has always been a charge against the grain a farmer has raised and whereby he makes his living.

The Government system can be administered with less than one-half the tax that is now put upon the grain under the present system. In addition there is a very great danger that by allowing a few big Companies to retain the control of such an important matter as our grain storage elevators, we are for all time to come, fastening a strong monopoly upon the country which will increase in strength from year to year the longer it exists.

Already the Dominion Government and some of our Provincial Governments have established Cold Storage Elevators for the benefit of the people. The establishment of the Government Grain Elevators is only another step in this direction, and it frees us forever from the danger of a group of individuals absolutely controlling our Elevator system, and using it to extract large profits from the producers.

GRAIN MIXING.

We know that under the present system, especially at the terminals, mixing has been practised to a very large extent.

Our grain has not reached and is not reaching the

markets of the world today in its best condition. The Grain Growers' Co. has been organized by men who recognize that the general level of our price has been lowered several cents per bushel by the practice of mixing our wheat and sending abroad an inferior article, the low price for which is quoted back and forms the basis upon which our superior wheat is bought by Millers and Dealers at home.

BANKING.

The Company has entered into an arrangement with the Home Bank of Canada, whereby it secures to our Western Farmers an opportunity to invest their money in its stock.

It is one of our Younger Canadian Banks, and has already established a high reputation for careful and profitable management.

This connection insures to us the necessary banking facilities our business demands. The bank is willing and able to help us. We as farmers can help it by buying its stock, which is now earning good dividends, and depositing our money in it when we have any to deposit.

CLAIMS DEPARTMENT.

We have opened a Claims Department in our office, in order that we may be in a better position to look after claims which may arise through loss from leakage or otherwise in the shipping of grain. If a farmer can furnish reasonable evidence that he has put a certain amount of grain into a car, the Railway people have to deliver that quantity at the Terminal Elevator. In the large business we do, these claims for leakage in transit are frequent.

We take them up promptly with the Railway people, and where there is reasonable evidence to support them, can get them settled.

PRESENT CONDITIONS.

Just a word about the conditions existing at the present time, October, 1908. The Elevator Companies are doing all they possibly can to keep grain from coming to the Grain Growers' Co.

Largely through the educational work done by this Company, farmers are shipping more grain and offering less for sale on the street than ever before. The Elevator people are sore because, when this is the case, they are deprived of the grain which gave them their immense profits in the past.

They do not welcome the building up of a strong Farmers' Co-operative Agency, which is bringing this about. They are knocking this Company as hard as they can, and are being helped by hundreds of farmers who are bribed, or coaxed or ridiculed into selling their grain when they have it loaded in cars, to these same Elevator people.

These "interests" did everything they possibly could to compel the farmers to sell on street. They squeezed out the Farmers' elevators wherever they could, because this afforded an avenue for independent shipping. They tried, with the assistance of the Railways and Banks, to get the "car distribution clause in the Grain Act" changed, because it protected the farmers in their right to cars to ship their own grain.

If the farmer gives his grain to the Elevator people, either on street or in carlots, even if they pass it through their Elevators for him for nothing, let him remember the treatment they gave him when he could not help himself in the past, in light weight, heavy dockage and unjust grading, and let him get this clearly into his head, that their only desire now is to keep him in the place where they can dictate the terms upon which he will sell his grain to them.

Let him picture to himself the treatment he would get were there no one else but the Elevator Companies to handle his grain. It should not take him long to decide that it is to his own interest to connect himself with and support the Farmers' Co-operative Agency that is break-