



Published under the auspices and employed as the Official Organ of the Manitoba Grain Growers' Association, The Saskatchewan Grain Growers' Association and the United Farmers of Alberta.

Canadian Subscriptions, \$1.00 per year in advance.

Foreign Subscriptions, \$1.50

Advertising Rates on Application.

Address all communications to The Grain Growers' Guide Winnipeg.

Change of copy and New Matter must be received not later than Friday noon each week to ensure insertion.

APRIL 27th, 1910

PUBLIC CONFIDENCE BETRAYED

Our readers will notice that in the supplementary estimates brought down in the Dominion house a few days ago, there was included an item of \$500,000 for the "immediate construction" of the Hudson Bay Railway. Following this announcement we received the following message from a subscriber in Saskatchewan:

"With Dominion revenue reaching \$100,000,000, will appropriation of \$500,000, only enough to construct twenty-five miles of Hudson Bay Railway, satisfy prairie provinces."

We certainly do not think that the vote of \$500,000 will be anything like satisfactory to the farmers of the west. It might probably be regarded in the nature of a good-sized joke. At the present time there are no supplies on hand, so far as we know, for doing construction work, and we also understand that one of the first works to be undertaken will be to bridge the Saskatchewan River at The Pas. If any of this \$500,000 is used towards the construction of this bridge, and a few miles of grading beyond, there will be nothing left over to prepare for next year's work. The Dominion government reports a revenue of \$100,000,000 this year, and hands out \$500,000 for the construction of the Hudson Bay Railway. If this is the rate of progress which the Dominion government interprets as "immediate construction," then our grand children, if they live to the allotted span, may possibly see the railway built to the Bay. This action on the part of the Dominion government cannot be regarded in any other light than as a distinct betrayal of the confidence of the western people. It is evident, upon the face of it, that they do not intend to fulfil their promise to construct the road to the bay. They will no doubt make a great shout that this vote of \$500,000 shows their good faith and by this means they will keep alive this scheme until another federal election approaches. Then they will vote a little heavier appropriation with the hope of deluding the western voters. There can be little doubt but that the opposing interests of the Hudson Bay Railway have compelled the government to refuse to go ahead with the construction of the road, as this is practically what the \$500,000 vote means. If the western farmers are satisfied to be sold out in this way and to be openly flouted by the Dominion government on this Hudson Bay Railway project, then we misjudge the temper of the western people. It is reported that Sir Wilfrid Laurier accompanied by Hon. Mr. Fielding and Hon.

Mr. Graham, will take a jaunt through the west this year. If they do so, it will be up to the farmers of the west to tell them in unmistakable terms just what they think of the government's policy of "immediate construction."

MANIPULATION IN TERMINAL ELEVATORS

Sub-section of section 126 A of the Manitoba Grain Inspection Act provides:

"The inspector shall keep the proper records of all grain received in store in any terminal elevator, which records shall show the particulars of each parcel or car-load of grain received, the date received, the grade, dockage, if any, and the number of the bin in which such grain has been stored; and shall keep similar records of all such grain shipped from any terminal elevator, which records shall also give the name of the vessel or the number of the car into which such grain has been delivered."

Sub-section 7 of the same clause provides that:

"In the month of August each year stock shall be taken of the quantity of each grade of grain in the terminal elevators."

There is a well founded rumor that when stock was taken last August the quantity of high grades shipped from the terminals during the year exceeded the quantity received of those grades by a very large amount, while there was a corresponding decrease in the quantity shipped out of the lower grades by the privately owned and operated elevators. The same report credits the Canadian Pacific Railway terminals with having shipped out practically the same quantities of each grade as received.

We understand that the Department of Trade and Commerce has instituted an investigation through the officers of that department in Winnipeg to discover how this difference occurs.

The Grain Growers' Associations of the western provinces have, for the last three years, been trying to convince the Dominion government that manipulation of grades was going on in the terminal elevators; that wheat was not cleaned to the requirements of the Grain Act; that tampering with the grades while in transit through the elevators was worked out to the detriment of the producers and the country generally. Last January a delegation from the Manitoba Grain Growers' Association associated with a similar delegation from the Dominion Millers' Association, represented to the government that there was just cause to complain of the character of the grades received out of these privately owned terminals. The representatives of the Grain Growers also presented to the government a petition signed by a number of commission men and independent grain dealers, members of the Winnipeg Grain Exchange, requesting the government to accede to the requests of the Grain Growers and assume control of the terminal elevators. Some time subsequently a deputation of independent exporters from Winnipeg, Toronto and Montreal made representations to the government similar to those made by the Dominion Millers' Association, as to the injury the present system of handling the grain at the terminal elevators was to the grain trade, and, by prejudicially affecting the price secured for grain on the European market, causing a large financial loss to the whole country. These representations, coming from such influential bodies, no doubt had something to do with inducing the Department of Trade and Commerce to make an investigation into the reasons why the officers of the inspection department could not supervise the cleaning, cleaning, and shipping of grain in these terminals so as to prevent manipulation of grain or the shipping of grain without being cleaned as required by the inspector.

When the Grain Act was revised, during the session of 1908, the government proposed to substitute a rigorous supervision of the cleaning, binning and shipping of grain in place of

government ownership and operation as requested by the representatives of the Grain Growers. These representatives told the government at the time, that no system of supervision would prevent tampering with the grain in those elevators as long as they were operated by the employees of grain dealers who were interested in the handling of the grain and would profit by such manipulation. The public will be curious to know if this investigation on the part of the officers of the department entrusted with the administration of the Grain Act, will discover how it is that they cannot appoint sufficient supervisors in the terminal elevators to prevent the owners from shipping out larger quantities of high grade wheat than they receive, and how it comes that they can ship out so much wheat not cleaned according to requirements.

To the ordinary lay mind it seems difficult to understand why it should not be in the public interest, instead of employing one set of men, to see that another set of men do their work honestly, to place the control and operation of these terminals into the hands of men who would have no interest excepting to discharge their public duties faithfully and in the public interest. To say the least of it, it looks like a waste of money to employ men at high salaries to watch that the operators of those elevators do not defraud the public, while the government employees might just as well operate the elevators and prevent the duplication of employees.

The latest testimony to the unsatisfactory manner in which our grain reaches the Liverpool market has been furnished to the Department of Trade and Commerce by the secretary of the Manitoba Grain Growers' Association. Early last autumn the Grain Growers made arrangements with a gentleman in Liverpool to secure samples of cargoes of Manitoba grain arriving in Liverpool. Those samples were sent by express to Winnipeg and were sampled and inspected by Mr. Massie, a gentleman who has had fifteen years' experience in the inspection office in Winnipeg. The result was as shown in the accompanying table:

STEAMER	DATE of SAMPLING	GRADE	DOCK	REMARKS
Montezuma	Oct. 6	2 Nor.	2	
Devona	Oct. 2	1 Hard	14	Wild Oats
Corinthian	Oct. 12	1 Nor.	2	Wild Oats
Iona	Oct. 11	2 Nor.	2	W.O. strong
Montezuma	Oct. 7	1 Nor.	3	W.O. fair
Monfort	Oct. 18	1 Hard	4	W.O. poor 1 Nor.
Corinthian	Oct. 12	1 Hard	4	W.O. poor 1 Nor.
Corinthian	Oct. 13	2 Nor.	2	W.O.
Georgian	Dec. 6	2 Nor.	11	
Minneapolis	Dec. 7	1 Nor.	2	Frosted, poor gr.
Minneapolis	Dec. 17	2 Nor.	2	
Iona	Jan. 4-10	1 Nor.	2	2 Nor. for oats.
Georgian	Dec. 3	1 Nor.	11	Strong
Sardinian	Dec. 3	1 Nor.	3	Average
Monfort	Dec. 2	1 Nor.	2	Strong, W.O.
Montezuma	Nov. 27	1 Hard	1	Strong
Corinthian	Nov. 23	1 Hard	1	Strong
Hibernian	Nov. 4	3 Nor.	11	Strong
Calivona	Nov. 4	1 Hard	—	Strong
Calivona	Nov. 3	3 Nor.	—	Average
Minneapolis	Nov. 8	3 Nor.	1	Average
Sardinian	Dec. 7	2 Nor.	4	Poor
Philadelphia	Nov. 6	2 Nor.	3	Average
Iona	Nov. 25	2 Nor.	1	Fair
Hibernian	Nov. 2	1 Nor.	11	Fair, W.O.
Calivona	Oct. 26	1 Nor.	21	Fair
Launceston	Nov. 30	1 Nor.	2	2 Nor.
Lake Michigan	Nov. 11	1 Nor.	2	Very Ordinary
Minneapolis	Dec. 12	1 Nor.	3	Ordinary W.O.
Iona	Nov. 24	2 Nor.	2	Very ordinary
Anglian	Nov. 1	2 Nor.	2	3 Nor.
Corinthian	Nov. 23	2 Nor.	21	
Corinthian	Nov. 24	2 Nor.	2	Average
Montrose	Jan. 1-10	1 Nor.	—	Good
Montezuma	Nov. 27	2 Nor.	21	Good
Iona	Jan. 5-10	2 Nor.	2	Good
Monfort	Dec. 4	2 Nor.	4	Good
Huronie	Nov. 8	2 Nor.	11	Fair
Lake Michigan	Nov. 11	2 Nor.	21	Ordinary
Hibernian	Nov. 2	2 Nor.	—	Good

The accompanying schedule gives the name of the steamship, the date the sample was taken, the certificate it carried, amount of percentage of dirt, and how the grade stood. The securing of these samples was extended over a period of three months, and may be regarded as a fair illustration of how Manitoba wheat reaches the Liverpool market. Any dockage less than one per cent. was not taken into consideration. An analysis of the 40 samples shows that only four samples showed less than one per cent. of dirt. The average was about two per cent. The larger number of the 1 Northern grades would have been reduced to 2 Northern in Winnipeg on account of wild oats. Only eleven out of the forty