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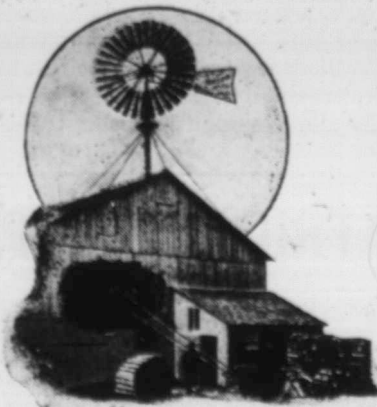
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BRANDON, MAN.

other countries, even more remote from the ultimate markets of the world than is Canada, has demonstrated beyond contradiction that it can be a success. The basis upon which our trade will be developed will be decided within the next few years. If an effort is not made to develop it along co-operative lines, where the producers will be in a position to market their produce at the lowest possible cost, it will most assuredly be developed by a combination or trust that will operate in precisely the same way as other trusts—by controlling the market both in regard to the price paid to the producer and the price charged the consumer.

It would seem that at the present time our Dominion Government is inclined to look with favor on the development of this trade along co-operative lines. It is of the utmost importance that the associations in the different provinces co-operate to study this question thoroughly and arrive as soon as possible at a conclusion which will be in the interests of the tens of thousands of producers in Canada. Already the Dominion Grange and the Associations in the West are getting closer together. Here is a question of vital importance to every farmer in the Dominion who does anything in the way of raising cattle; and in conjunction with the tariff, which is also a Dominion-wide matter, it affords a splendid common ground upon which our Dominion farmers can work actively together.

### ELEVATOR BUILDING

THE delegation of the Grain Growers' Association in their memorandum to the Department of Trade and Commerce stated "that private concerns are yearly increasing their holdings and fortifying their grip on the trade. The longer the Government defer declaring their intentions of operating the storage facilities, the greater the difficulty they will have to meet when they intervene in behalf of the public."

Late developments at the Lake Front indicates that this attitude of the delegation was well taken, as all the owners of the privately-owned elevators are doubling their storage, the latest announcement to that effect being that the Ogilvie Milling Co. is going to add 500,000 bushels capacity to their elevators here.

An organization subsidiary to the G.T.P. railway are building large terminals to accommodate the grain arriving by that road. The probability is that this season the storage at the Lake Fronts will be increased by 50 per cent., in the face of the fact that there is already there considerably more than has ever been in use at any one time.

Among the demands made by the Grain Growers' in their memorandum to the Department of Trade and Commerce was the following, re storage:

"1st. The charge for elevating, storage and insurance at the terminals at the lake fronts is  $\frac{3}{4}$ c. per bushel for first fifteen days, and 1-30 of a cent per bushel per diem each subsequent day, or 1 cent per month, making the storage from the close till the opening of navigation from 4 to 5 cents per bushel. We are credibly informed that the charges at the ports east of the lakes is  $\frac{1}{2}$  cent per bushel for elevating, and the storage from 1st December to 1st of May is only 1 cent per bushel additional. We therefore urge your Department to take the necessary steps to have the insurance and storage charges in the terminals at Fort William and Port Arthur reduced so as to be on a parity with similar service east of the lakes, before the next crop begins to move."