

go the platform loading privileges if the Government bought the elevators?" Let me point out that if the elevator charges were just sufficient to pay the whole cost of operation, then the farmer with less than a carload would benefit 5 or more cents per bushel, and if every bit of the wheat had to go through the elevators at the cost of operation we think the charges would not be high. But I think it is not so much the present elevator charges that is the deterrent to the elevators getting the wheat, as the lurking fear that the wheat will not turn out in the same condition as it went in. The comparative ease of unloading at the elevator and the car at the platform, will no doubt be a little influence in favor of the elevator.

There is another matter which I would like to bring before the readers of the "Guide," and to introduce this proposition I would like to say that a couple of years ago I was appointed by the Valley River shareholders of the G. G. G. Co., to stick all cars and forward the samples to the Company. This I did carefully. At one time two cars were loaded, one with clean wheat and the other tagged with smut. Both were inspected the same day, and both graded the same—2 smutty. I might say (though not for the purpose of boasting the efficiency of the G. G. G. Co.), that they at once found that sample was not smutty and took the matter up with Mr. Horn. His sample WAS smutty, but he ordered another sample taken at Port Arthur, and the grading was rectified. In the meantime the price had gone down and the shipper lost through the delay in grading.

Now what do we infer from the above? That the parties whose duty it is to sample cars, do not sample all of them. That ONE SAMPLE does for MORE THAN ONE CAR.

This is a matter of vital importance to the farmers' pocket as well as his good nature. How can we safeguard this step in the marketing of wheat? By having the advisee notified of the arrival of the car at the point of inspection, and having the right to send an agent to see the sampling and to demand a portion of the sample at the car door. This would check off the sampler's work satisfactorily to all parties concerned and the farmer would be called on to pay for this extra service by the Commission House. But this would be no more than the present Inspector's charges, and it would certainly be worth it as an insurance against careless sampling.

Yours, etc., etc.,

(Signed) W. J. BOUGHEN.

Valley River, Man., Nov. 26th, 1908.

## A CORDIAL INVITATION TO THE CHAIRMAN OF THE GRAIN COMMISSION

Editor "Grain Growers' Guide," Winnipeg.

Dear Sir,—I have just been reading the last issue of the "Guide" and I see a letter from Mr. Moffatt. This seems to me to be one of the best letters I have read in the "Guide." I have also seen some of Mr. John Miller's letters in the Free Press re Grain Commission, of which he was Chairman, and like the Englishman, I don't think the Grain Commission gave us value for our money. If Mr. Miller thinks it is too soon for government ownership of Elevators and a Sample Market, just let him come to our meeting on the 8th of December, and he will find that the opinion of the farmers here is that it is ten years too late.

Now just take the spread between street and track wheat, and what do you find? It is almost double our threshing bill. In fact it is more, if you take into consideration the heavy dockage practiced by most elevators. In my experience, the wheat shipped in car lots went over the thrashers' weight after having been docked, but the wheat I drew to three different elevators did not hold

out in weight. On one load of wheat I was docked 14 per cent. after the wheat was cleaned.

There are a large number of farmers who have not yet joined the Grain Growers' Association but who are in sympathy with the reforms we are seeking for. Their trouble seems to be that they are not inclined to pay up the large sum of \$1.00 per year in fees to the Association. One prosperous farmer said to me, "What do you want this dollar a year for?" At this I rather lost my temper, and told him that he was like the congregation that wanted a preacher but wanted him to board in heaven. Now, I may tell the readers of the "Guide" that I cleared \$70.00 on the first car of wheat that I shipped, and if it were not for the work the G. A. A. has done we would not be privileged to ship our wheat in this way, and I only hope that some of my sons will be Grain Growers long enough to pay in that \$70.00 in fees.

I see a letter from an Oakburn farmer, re agent. I do not think there can be an association there or they would have known that they could compel the C.N.R. to place an agent there to look after their Car Order Book and the allotting of cars, so I have not much sympathy for them. Let every farmer come into our Association and then we can go to any Government and demand justice. It has come to this point now, when we have got to demand government ownership and control of all public utilities and see that we get it.

I see also a wail from Swan River. They are wondering if there is a coalition between the elevator men and the graders. For my own part, I feel convinced that there is something wrong there to, because all wheat shipped from here this year, with one solitary exception, graded 3 Northern. Now we have taken this same wheat to four different elevators and received a 1 and 2 for it. Not only one man, but twenty or more of our Grain Growers have had this experience. I find the cars of wheat shipped from these elevators in ninety cases out of one hundred goes the grade it is shipped for. Where does the difference come in? All our wheat is grown on scrub land. I may say that I received more for the wheat I shipped, although it graded 3 Northern, than I received for the 2 Northern at the elevator, and that has been the experience of every farmer who has shipped from this point.

I would like to suggest to the readers of the "Guide" that they spend a little time this winter and try to induce every farmer who is not a Grain Grower to join the Association. Hold some meetings and get them to come and hear what the Association has done and is trying to do for them. I may say that last winter I spent a week driving around among our farmers. Then I wrote for Mr. Roderick McKenzie, Secy. of the Man. G. G. A., to come down, and we held four meetings. Now out of that little trouble we have about 120 new members added to our Association.

Say, fellow Grain Growers, don't you think it would pay to do this and help the cause along.

I beg to remain,

Yours faithfully,

(Signed) JOSIAH BENNETT.

Pres. Pine Creek G. G. Sub. Asso'n.

Austin, Man., Dec. 1st, 1908.

## POLITICS

Editor "Guide," Winnipeg, Man.

Dear Sir,—I noticed in the November issue that, at one of the meetings of a certain local G. G. A., a resolution was introduced and passed asking the provincial and federal Governments to revert to the Municipal Voters' List as a basis of compiling the lists they need, and it seems that some member objected on the ground that "That was introducing politics."

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