

than is Fort William from the grain fields of Saskatchewan and Manitoba.

Some four years ago, when the first shipment of grain from Alberta to Vancouver for export was undertaken it was found that the freight rate on grain from Calgary to the Pacific coast, 642 miles, was 10c. per 100 lbs. more than the rate from Calgary to Fort William, which is nearly twice the distance. It was evident that the C. P. R., the only railway then leading to the Pacific coast, had given very little thought to western shipments, and had prepared all their grain tariffs with a view of moving grain east only. As grain growing in Alberta increased, it became a serious matter for the railway company to move all the grain in one direction to one point. As an outcome of this difficulty they have now reduced their western rate to 2½c. per 100 lbs. under the rate from Calgary to Fort William. This rate westward of 22½c. per 100 lbs. is still too high and not on a fair basis with the eastern rate, which is 25c. per 100 lbs. It is, however, low enough to change the route for Alberta grain from east to west as under it Alberta wheat can be landed in Liverpool six cents per bushel cheaper than by the eastern route during the winter season, when navigation is closed on the Great Lakes, and a little cheaper even when navigation is open. This had an immediate tendency to change the direction by which Alberta grain sought the markets of the world, and eventually practically all Alberta grain will be marketed by the western route.

When shipments in large quantities were first made to Vancouver, difficulties were encountered that for a time put a stop to them, and though partially overcome, still greatly retarded the free movement of grain westward. It was found that the Manitoba Grain Act had been framed at a time when there were no large shipments of grain from Alberta, and, therefore, contained no provisions for western movement.

The advantages of the western route and the difficulties encountered by shippers were brought to the attention of the Alberta Government, and the Premier immediately called a conference of all parties interested. This convention convened in the City of Calgary on the 3rd day of February, 1909, and lasted for two full days. Premier Rutherford presided as chairman, and there were present representatives of the railroads, banks, elevators, grain companies and boards of trade of Alberta and British Columbia. The Government of British Columbia sent a delegate to show its interest in the western movement of grain. The farmers of Alberta were represented by 25 delegates, embodying all the officers of the United Farmers' Association, an organization representing nearly 6,000 farmers. Besides this there were many individual farmers present who took part in the proceedings. Altogether there were at this gathering over 200 men, representing every interest in the province, the farmers and their representatives constituting over one-half of the number.

After two days of careful consideration of the question of western grain shipments several resolutions were passed and a committee of six appointed to carry out the wishes of the convention as outlined by these resolutions. With one exception every resolution was carried by a unanimous vote. The one exception was opposed by two men only. One farmer who opposed this resolution which was the one with reference to car distribution, has since written the secretary of the United Farmers' Association as follows:

"There may be some opposition from large farmers to the proposed amendment to car distribution, but I hope you will see that the case for the small farmer is not overlooked when laying the case before the Government, for, if properly framed, the amendment will be a boon, especially to small farmers and to farmers' elevators."

The resolutions passed at this convention with explanations following

each, showing the urgent necessity for their adoption, are as follows:

Resolution No. 1:

WHEREAS steps have been taken by various interests to inaugurate a system of western shipments of grain; RESOLVED that this conference endorse the idea of shipping grain to the markets of the world by the Pacific coast.

Resolution No. 2:

THAT this conference is of the opinion that it is very desirable, and in the interests of the farmers and every resident of this province that the name "Alberta" should be identified with all oats and barley as well as Red winter wheat.

When the permanent committee came to consider this resolution it was found inadvisable to ask that the Inspection Act be amended so as to provide for the word "Alberta" being added to all grades of oats and barley, and particularly so as in order to secure what was necessary under Resolution No. 3, it was deemed advisable to ask for a new inspection division to be known as the "Alberta Inspection Division." As certificates issued by the new division would carry the word "Alberta," it was thought that this would meet the requirements of the resolution.

Resolution No. 3:

RESOLVED that this meeting recommend to the Government of the Dominion of Canada and the Governments of the Provinces of Alberta and British Columbia that there shall be appointed a Grain Inspector for the Provinces of British Columbia and Alberta who has knowledge and experience in handling and grading the cereals produced in these provinces, and that he have charge of all deputy inspectors throughout these provinces.

Under the provisions of the Inspection Act all grain shipped from Alberta to Vancouver for export carries a Manitoba inspection certificate. This, perhaps, is not so very objectionable when the grain is destined to the Liverpool market as Manitoba inspection certificates are well and favorably known there, but it is a very serious matter when shipments are destined to Mexico, Japan, China and other Pacific importing countries. Instances are on record where these latter countries have shown great reluctance to receive grain carrying Manitoba certificates when the shipment had been sold as Alberta grain.

At the present time there is a deputy inspector at Calgary who passes upon all grain going through that point. This deputy is under the direction of the Chief Grain Inspector, whose headquarters are at Winnipeg, 850 miles away. While all the grain was moving east this arrangement proved, in the main, a satisfactory one, and for grain still going east it will continue to be so. In case of dispute there is ample time for reinspection and survey while the cars are on their way east to destination. With western shipments the present system is quite impossible. Then it is necessary for either the buyer or the seller of a western shipment to ask for a reinspection or for a survey, the sample of grain and the papers connected with it, must be forwarded from the Calgary office to Winnipeg, for consideration, thus causing serious delay and loss through demurrage.

Alberta is now very rapidly becoming a winter wheat raising district. It is the only winter wheat district in western Canada, and under present inspection Alberta is obliged to have a Survey Board in Winnipeg pass finally upon our samples whenever buyer or seller asks for survey, and too often the men who make this survey are conversant only with the grading of spring wheat. When all of our winter wheat is going west by the Pacific, as it will soon, this difficulty will be more accentuated than it is at present.

The delegation would respectfully point out that with the completion of the Crows' Nest Pass Railway to the coast and of the Grand Trunk Pacific, the number of difficulties will increase. It, therefore, seems to the

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