

The Dominion Millers' Association.

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CHAS. B. WATTS,

CENTRAL WHEAT BUYER.

TELEPHONES (Office, Main 2655.
(House, Beach 69.
Room 514, Board of Trade Building.

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Mr. W. L. McKensie King.

which they could receive under the regular grade, and of course the exporter must pay the buying price on the side he received, and the farmer must sell on these same bids, so every one is injured, by this operation from the farmer up except the elevator man. The inevitable result would be in time to take out all the exporters except those operating terminal elevators, which from present trend of events means that it would all go into the hands of the Navy Co. an American grain corporation which have during the past year absorbed the one hundred and fifty elevators of the Northern Elevator Co and the 2 terminal elevator at Port William, and it is said were negotiating with the C.P.R. for the lease of the 2 elevators, and are reported to have leased the elevators of the C.P.R. I got a man who was in Montreal lately heard this report. I first heard it several months ago. If it is true, this means that a large portion of the benefit which should go to the grain growers and grain trade from the expenditure of millions of dollars by the Government in the transcontinental road from Port William West will go largely to the benefit of the American grain firm which have the monopoly of the terminal elevators on the G.T.P. instead of going for the benefit of the grain growers and the people of Canada at large.

As Sir Wilfred Laurier said in discussing this operation of abstracting within the grade, it is done within the limits of the law, although it may be easy to regulations, and Sir Wilfred said it looked as if what Daniel O'Connell said was true, that "make any law you like and I will drive a coach and four through it."

Terminal Storage Rates: Since my letter of May 6th, 1909, together with the Grain Growers Association, we brought a complaint before the Board of Railway Commissioners against the C.P.R. and Canadian Northern for charging excessive storage and insurance rates at Port William. We pointed out, while the rate at the C.P.R. elevator at Owen Sound only amounted to 1 1/2¢ for winter storage from the 15th. November to the 1st. May, being 1/2¢ elevation and 1/4¢ every 15 days until the total charges amounted to 1 1/2¢ bus. This of course does not include insurance, but the same charges including insurance at Port William amounted to 3 3/4¢. So that while the total charges for a year in the Owen Sound elevator including 1/2¢ elevation only amounted to 3 1/2¢ being 1/2¢ elevation including 30 days free storage in the summer and then 1/8¢ every 15 days or 1/4¢ a month, that the charges for a like period in Port William would amount to 12 1/4¢ including insurance. The insurance on the modern elevators like the Canadian Northern at Port William is I think only 40¢ a year, so if you take off even 1/2 bus you have a net charge of 11 3/4¢ at Port William against 3 1/2¢ at the elevator on this side the lakes. On the Gedarich elevator, the G.T.P. elevator at Riffin the insurance rate is only 25 or 30¢ a year and their storage rates are the same as the C.P.R. at Owen Sound, so the total rate for a year at these elevators would only amount to 4¢ including