

a volume of freight within the brief harvest season as they are now compelled to attend to.

8. Under this system the respective provinces will be in a better position, from their intimate acquaintance with railway conditions, to compel a more just apportionment of freight rates on grain to what the traffic should properly bear, in other words to secure to producers the minimum charges for transportation of grain.

9. This system will enable millers and other buyers to go to public elevators and purchase the grain from the farmers direct on sample taken from the special bins, thus securing to the farmer what his grain actually merits irrespective of grade.

10. This system by its ability to afford ample special binning facilities, serves the double purpose of saving the farmer, who is unable to do so, the burden of building or renting binning room, and of enabling such to avail himself of the highest market.

11. This system will enable farmers to secure loans to a reasonable percentage of the value of their grain, on the security of their storage receipts, thereby enabling them to meet present needs and hold products for a better market.

12. This system will assure to farmers the fair weighing of grain by absolutely disinterested parties in charge of government elevators.

13. This system can be so arranged and conducted as to practically eradicate combinations of buyers having large banking or credit facilities, who are, under present conditions able to reduce the price to their liking.

14. This system would be of great advantage in enabling the producer to deliver grain direct from the thresher to the public elevator, saving a large expense and waste in the rehauling of the grain, and placing it where it could be disposed of without prejudice or compulsion, and at a season of the year least interfering with other farming operations.

There are many reasons in addition to the special ones enumerated above, why this system should be adopted but which will doubtless suggest themselves to those present at the proposed Conference or will be suggested from other sources. Permit us to suggest generally, however, that the fact that 75 per cent. of our population is engaged in farming and the prosperity of the remaining portion of our population is dependent upon the farmers' success, and that farmers generally are convinced of the necessity of government control of elevator facilities in their interests, instead of in the interests of the comparatively few now controlling these facilities to the farmers' detriment, is one of the strongest reasons why the Government should take over the present elevator facilities on some equitable basis and add thereto as the present and future needs may require. That this is feasible is amply proven by the ability of Government to operate postal, telegraph, railway and other public or quasi-public utilities in this and other countries. A plan could be adopted of bonding the Government elevators, charging the farmer on his product the legitimate cost of handling the same, together with a sum in addition, sufficient to pay interest on the investment and to provide a sinking fund for the payment of bonds within a given period.

These reasons and suggestions we are pleased to submit for consideration at the proposed Conference, and we trust that a full consideration of the vast interests affected may lead to the development of a plan or system of provincial ownership and operation which will eradicate the evils from which farmers are now suffering and will place them upon a basis where they can operate with success and satisfaction, and secure to them the legitimate profits of their toil and investments.

(Signed.) T. H. WOOLFORD,
Vice-President Alberta Farmers' Association.

The Premiers propounded two schemes which were to be regarded as alternatives to be accepted by the Grain Growers' in place of what they had demanded, or if not accepted reasons for non-acceptance given. These propositions were not reduced to writing so that no original documentary evi-

dence of these extraordinary proposals can be produced. This is, no doubt, according to the best traditions of diplomacy, statecraft and the game of flim flam. (We wouldn't dare say this only for the fact that both sides of politics took part in this game.)

Mr. Langley, the Ambassador, was instructed to arrange for a meeting of the Inter-provincial Council and to communicate the proposals of the Premiers to the members verbally, but on no account to communicate them until the members were assembled.

The members were accordingly summoned and met all unconscious of the nature of the portentous proposals which they were to consider, all efforts to wring the truth from the lips of the trusty Ambassador, proving utterly futile.

Following is given a copy of the minutes of the meeting:

Minutes of the meeting of Inter-provincial Council of Grain Growers held in the City Hall at Regina, May 19th, 1908. Present, E. N. Hopkins, E. A. Partridge, F. W. Green, George Langley, R. C. Sanderson, G. Hawkes, T. H. Woolford, D. W. McCuaig, R. C. Henders, J. W. Seallion, R. McKenzie.

Meeting called to order at 10 o'clock a.m. by the Chairman, E. N. Hopkins, who explained that the purpose of the meeting being called was to take into consideration certain propositions made by the premiers of the three Provinces in reference to a system of interior elevators emanating from a Conference held by them in Regina, May 4th, 1908.

George Langley on behalf of the Premiers presented the following propositions verbally:

1. That the three Provinces should use their influence to secure from the railway company the building of loading elevators that should also have a number of storage bins so that farmers at a distance should not be at a disadvantage in direct loading of grain as they now are.

2. That elevator owners should have no say in the management of their elevators. That the man or men engaged in operating the elevators should be chosen by the farmers and that these organizations should take full responsibility for the grades and weights, guarantees being given for that purpose. In return for this the elevator owners will undertake to pay at all times a price not to be below a limited margin of profit to the elevator company who will also pay the men who are in charge of elevator.

After a good deal of discussion on the above proposals, R. C. Henders moved, seconded by F. W. Green:

That Messrs. Langley, Partridge, Woolford and McKenzie be a committee to prepare a resolution in reply to the proposals of the premiers and report at the afternoon session.

The Conference resumed sitting at 2 p.m. The committee appointed to prepare resolution presented the following, which on motion was unanimously adopted.

Resolved, that we, the members of the Inter-provincial Council, having the verbal suggestions of the Premiers placed before us, and having carefully considered same, regard them as being totally inadequate to safeguard the interests of the farmers in marketing their grain and we beg to reiterate our former request that the Government acquire and operate the interior storage facilities along the lines previously stated, more specific details in certain particulars of which are given below.

1. That the Government provide by purchase or construction or both at each railway point where any considerable quantity of grain is marketed, elevator facilities with up-to-date equipment for cleaning, weighing and loading grain, that these facilities for the most part be sub-divided into bins of 1,000 bushels capacity, and that the system be operated by the Government direct, or through a commission appointed for that purpose.

(2.) That the minimum capacity required at each shipping point will be approximately one-third of the quantity annually marketed there. This whole amount need not, however, be provided at the outset, but the storage structure