

interests who own and control vast systems of grain storage plants combining to control the grain in sight.

In the Western provinces we have large milling firms and elevator companies (comparatively few in number) unified into one compact body under the rules of the Winnipeg Grain Exchange. That association, which is altogether dominated by and its policy directed by the elevator and mill interests, has within itself (through its numbers) elevator capacity, interior and terminal, amounting to upwards of 56 millions of bushels.

Possession of that vast storage capacity places them in a position to artificially create conditions that enable them to secure the larger portion of our wheat at depreciated prices and to successfully prevent effective competition in the operation of distributing our grain product.

The Grain Growers who have made this question a close study for some years, believe that the key of the situation lies in the ownership and operation of the elevators, and in view of the importance to the business interests of the country of increasing the purchasing power of the Western provinces, we confidently look to the Government of the Dominion to grant us relief by operating the terminal and transfer elevators, while we have the same confidence that the provincial governments concerned will assume the operation of the interior elevators.

We approach you with greater confidence inasmuch as granting our request will not impose additional charge on the general revenue. Our proposal is that a sufficient charge be made on the grain to meet cost of operation, maintenance, interest and sinking fund.

(Signed) R. McKENZIE,

Sec. Man. Grain Growers' Ass.

GEO. LANGLEY, Saskatchewan.

Dated at Ottawa, May 6th, 1909.

RESOLUTIONS PASSED AT GRAIN CONFERENCE, CALGARY, RE CHANGES IN GRAIN AND INSPECTION ACT

Whereas steps have been taken by various interests to inaugurate a system of Western shipments of grain; Resolved that this conference endorses the idea of shipping grain to the markets of the world by the Pacific coast.

That this convention 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.

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 may have charge of all deputy inspectors throughout these provinces.

Resolved that the Manitoba Grain Act be so amended in its application to the Province of Alberta that any farmer or number of farmers wishing to put their grain through the elevators for sale or otherwise, be enabled to get cars in the same proportion as though they loaded from the platforms, and that the railways be obliged to keep a book for the purpose of recording their requests for cars in accordance therewith, and in the event of this amendment being made, that the Government prepare a draft agreement to be entered into by the parties interested, and that this draft agreement be attached to the Act as Schedule H.

Suggested amendments to the Manitoba Grain Act to cover Western shipments:

The provisions of the Grain Act throughout are to be understood to apply equally (in as far as it is possible to apply them) to points west and to shipments going west to the Pacific coast as they have hitherto applied to points east and shipments going east, and wherever the under-mentioned words occur in the Mani-

toba Grain Act, and the schedule thereto, they shall be taken to mean the equivalent as under mentioned, that is to say:—

Where the words "Manitoba Inspection Division" occur the Act shall also be understood to read "Alberta Inspection Division."

Where the words "Winnipeg or St. Boniface" occur the Act shall also be understood to read "Calgary or other inspection points."

Where the words "Fort William and Port Arthur" occur the Act shall also be understood to read "Vancouver or other Pacific Coast terminals."

Where the words "East of Winnipeg" occur the Act shall also be understood to read "West of Calgary or other Alberta inspection points."

Where the word "Eastern" occurs the Act shall also be understood to read "Western" or "Both east and west as the context would require."

Where the word "Manitoba" occurs the Act shall also be understood to read "Alberta."

SCHEDULE H.

Assignment of car cannot be made unless a car load is sold by one or more farmers. In case several farmers join to make a carload all their names must be placed jointly on car order book.

CAR ASSIGNMENT.

(As per Section 91).

I (or we) hereby declare that I (or we) have this day sold to.....the following grain.....190... bushels of....., said grain to be delivered as required by the purchaser.

And I (or we) hereby assign to.....my (or our) right to car ordered the.....day of..... car order book No.....

I hereby declare that I have purchased the grain above mentioned and hereby accept assignment of this car.



CENTRAL CANADIAN

BRANDON

OPERATING IN

Manitoba Alberta

Saskatchewan

Subscribed Capital: **\$365,000.00**

Substantial Cash Deposits with

THREE PROVINCIAL GOVERNMENTS

FIRE INSURANCE

PURE-BRED REGISTERED

LIVE STOCK INSURANCE

HAIL INSURANCE

(Manitoba and Saskatchewan)

On our Unbroken Record for prompt payment in full of all Loss Claims we solicit your patronage

You Pay the Premium We Carry the Risk

FULL INFORMATION MAY BE HAD FROM ANY LOCAL AGENT OR THE HEAD OFFICE OF EITHER COMPANY

THE ALBERTA-CANADIAN

INSURANCE CO.

CANADA

EDMONTON

THE SASKATCHEWAN

INSURANCE CO.

REGINA