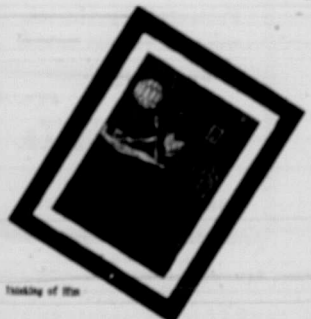


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Mr. Lake on Reciprocity

Continued from Page 3

but under this agreement it now appeared that almost the sole benefit to the farmers was that they were to be allowed to sell their products in a free market but they must continue to buy their implements and all the necessities including such natural products as coal, coal oil and lumber, in a highly protected one. It seemed impossible to believe that Mr. McKenzie, editor-in-chief of the Grain Growers' Guide, who had for weeks been in close touch with the government and the liberal members, had been in ignorance of what had now come to light, yet The Guide has so far given no intimation

of it to the farmers of the Northwest. "I firmly believe," said Mr. Lake "that for a time advantages will accrue to the farmers of the Northwest from the free entry of their grain and cattle into the United States market. It will give better competition for these products and they will be better assured of getting their true value. It must not be forgotten, however, that both countries have a surplus, and the price of the whole is finally fixed by the value of that surplus in the Liverpool market. It is true that it has been generally expected that the democratic party now coming into power in the United States would have materially reduced or taken off altogether the duty on food products and raw materials whether this agreement

had been entered into or not. But apart from that I have from the first been favorably disposed to the pact both on account of the free entry of our grain into the United States, and also from the belief that it was a step which was certain to be followed by a reduction of the present high protection on manufactured goods. "On the other hand, the principle laid down by the government that the measure must be accepted or rejected as a whole now appears in the view of the government's latest statement to involve the acceptance of their now declared policy that there shall be no further substantial reduction of the duty on any manufactured goods. This is a policy I will not accept. It changes the whole situation."

Grain Bill in Committee

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misguided agitation when there were so many people interested, and they would never find laws which were entirely satisfactory. He heard the memorials presented to the government at Ottawa in December last, and some of them were misguided. He was sure the speakers did not wilfully misquote, but they were wrong, and he could prove them wrong by figures and facts. He agreed with Senator Davis that if they did not have the terminals, the country elevators would still be profitable, but not to the same extent. "Everybody is in business for profit," said Mr. Hoffminger, "and I may say candidly that we are not looking for 5 per cent. investments in Canada when we can get bonds."

T. H. G. Deane, of the Quaker Oats Co., Peterboro, opposed the passage of the clauses. At the present time, he said, his company had no elevator that would be affected, but they were considering the question of opening a mill in the West which would necessitate a terminal at Fort William. If they had such a terminal they would doubtless wish to handle other people's grain as well as their own. The company was using a million bushels of grain a month, mostly from the West, and the grain which came from the terminals at Fort William and Port Arthur was to their satisfaction.

Winnipeg Elevator Men

Donald Morrison, of the Western Terminal Elevator Co., and J. C. Gage, of the Consolidated Elevator Co., supported the other elevator interests in opposing the clauses which prohibit terminal elevator companies from buying and selling grain. Mr. Gage said it would not benefit the Consolidated Elevator Co. to have mixing allowed, as any benefits would be lost to them by reason of the competition that would be created for the choice grades which could be used for mixing. To prevent mixing would enhance the value of the higher grades, but mixing would give the farmers better prices for their lower grade wheat. The Consolidated Terminal Elevator Co. was controlled by a number of line companies, all of which put their wheat into it. These line companies were all competing with each other in the country for the farmers' grain, and one of them last year lost a grade on 24 per cent. of the wheat they bought from farmers. The terminals, he said, would pay as a separate concern if they got the same volume of business as at present, and there was not more capacity at the lake front than was required to handle the crop, but under the conditions imposed by these clauses he was afraid the Consolidated elevator would not get any wheat until all the other terminals were full, a fear which was apparently shared by all the other elevator men with regard to their terminals.

Railroad Traffic Manager

John W. Lounldt, freight traffic manager of the G.T.P., on the other hand, opposed the passing of these clauses, and also suggested that the mixing of grain should be allowed. Mr. Lounldt said, if the clauses were passed and mixing was prohibited, he thought these restrictions would have the effect of causing grain to seek the Duluth route, where the elevator men would be able to handle it more profitably. He suggested there should be two classes of terminal elevators: one in which the owner would not be permitted to handle his own grain and from which wheat would be shipped out in exactly the same condition as it was taken in, and the other in which the owner should handle his own grain exclusively and in which he would be allowed to mix or treat the grain as he liked, afterwards having it graded by the government inspectors or selling it on sample, without grading, as he chose.

Millers Favor Clauses

J. D. Flaville, representing the Dominion Millers' Association, said the Eastern millers desired the passage of these clauses in order to ensure that the wheat of a given grade was equal in quality when they purchased it from the terminals to the average of the same grade when it was purchased from the farmer and went into the terminals. It had been proved that a much larger quantity of wheat had been shipped out as high grade wheat than had been shipped in, and drastic means were undoubtedly necessary to prevent

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