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Concrete Mixer gets for itself in fifteen days' use. It mixes any kind of concrete or mortar. Send for catalogue No. 18.

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Beaumont-Wheat Wire Fence Co.
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WHEN WRITING TO ADVERTISERS
PLEASE MENTION THE GUIDE

Alberta

This section of The Guide is conducted officially for the United Farmers of Alberta by P. P. Woodbridge, Secretary, Calgary, Alberta, to whom all communications for this page should be sent.

SECRETARY'S BUSINESS TRIP

I have just returned from an all-too-brief two weeks' trip across Canada and back. This article is being written in Winnipeg on the return trip. The object of the trip was business in the interests of the association, more especially in connection with the issue of our next annual report. The opportunity arose out of the visit of the directors of the Alberta Farmers' Co-operative Elevator Company to Winnipeg and Fort William. The story inflicted on you in brief and at this time is due to the fact—that something has to be done to fill up the space allotted to us for the Alberta section. I hope that no one will feel that the article is seriously out of place.

On Saturday night, October 7, the party, consisting of the full board of directors of the A.F.C.E. Co., with President H. W. Wood of the U.F.A. and the writer of this article, left Calgary for Winnipeg. Berths for all had been secured in the same car, so that we had it almost entirely to ourselves for the 900 mile run. Out of consideration for the feelings of various members of the party, not to mention those of our readers, I propose to pass lightly over the incidents of the train journey, merely stating that Winnipeg was reached without accident early on Monday morning, Thanksgiving Day. Here we were met by the full board of directors of The Grain Growers' Grain Co. and representatives of the Manitoba Grain Growers' Association. The day was given over to a full discussion among those present, having for its object an arrangement which would be not only practical but practicable for closer co-operation between the various organizations of farmers now in existence. With the exception of a short interval on Tuesday morning, when the party visited the wheat pit of the Grain Exchange in order to get at first hand a little insight as to what took place in that mystery of mysteries, the meeting was continued until well on in the afternoon. The full results will doubtless be given out in due course. Let it suffice to say for the present that the meeting was entirely harmonious at all times, and it would seem as if, after some two or three years' effort, we had at last arrived within sight of a definite solution of the problem. On Tuesday at noon the whole party, with G. F. Chipman, of The Guide, and others, were entertained to lunch by President T. A. Crerar and later, having in mind the historical importance of the gathering a photographer was found willing to risk three plates and a perfectly good looking camera in an effort to permanently record the occasion.

Visit Terminal Elevators

On Tuesday night, the party, augmented by several of the Manitoba representatives, again took train, this time for Fort William, the home of the big terminal elevators. Here, by the courtesy of the Board of Grain Commissioners, who, I forgot to mention we had met unexpectedly at Winnipeg, we found a number of automobiles placed at our disposal, and, after a brief adjournment to the hotel for breakfast, we enjoyed a brisk drive over to the Canadian Government Elevator. I will not attempt in this article to describe in detail my impressions of all we saw. While nearly two weeks have elapsed every day has been for me full of incidents, and my impressions of those enormous elevators, running up to 9,000,000 bushels capacity, and the intricate machinery necessary to enable them to handle the great crops which the Canadian West produces, are still too fresh for an impartial, properly considered judgment. We saw the cars being unloaded. We saw the grain dumped thru the grating into the pits; no chance for waste there. We saw the interlocking bar arrangement whereby only one pit, containing one car, can be emptied at once, thus ensuring no mixing of different cars.

Following the Wheat

We followed the wheat from the pit up to the top of the elevator, something like 180 feet high. We followed it from floor to floor. We saw it weighed. We saw the scales; the government inspector who reads the weight and notes it in his books; the weighman who causes the scales to automatically stamp the weight of each car on a special ticket as a check on the inspector, or, rather, vice-versa. We saw the great cleaners for all varieties of cleaning. We saw the great shipping spouts. In short, we followed that wheat right thru the whole process, from unloading thru the receiving legs up into the top, and thence down thru the weighing and cleaning floors, into the vast storage bins, out again and up once more to be weighed again and loaded onto the boat. And then we went outside to see the big steel grain boat, W. C. Richardson, load up 135,000 bushels of No. 2 Northern from seven spouts at once, with a capacity of something like 100,000 bushels per hour. It was a wonderful experience. One wonders at the inventive genius of man in creating so vast an aggregation of complicated machinery all taught to work toward a common object, each part responding to his command. As one watches the vast quantity of grain going thru those elevators so rapidly one forgets to puzzle as to how it is that apparent mistakes occur at times, in the greater puzzle as to how so vast an organization is kept together working with such precision.

The thought also occurs that the farmers have for years been paying good interest on the cost of those great buildings, perhaps in many cases have paid the principal also. They should have owned them from the start. No man nor army of men can watch all that machinery spread over miles of frontage and create a flawless system. By owning his own facilities alone can the farmer be sure that he gets his own.

Visit Hospital Elevator

In the afternoon we visited the hospital elevator, at Port Arthur, of The Grain Growers' Grain Co., in course of erection, and the site of the big terminal being erected by the Saskatchewan Co-operative Elevator Co., the foundations of which are about to be completed. The Grain Growers' Grain Co., the Bole Grain Co., and other terminals were also visited. In the evening we were given the opportunity, as guests of the Board of Grain Commissioners at dinner, to meet the superintendents of the various elevators and others whose work is wholly in connection therewith, and discuss such details with them as might occur to us.

On Thursday morning the Dominion Royal Commission was in the city, and we were fortunate in being able to take advantage of the arrangements in their honor, which consisted of a boat trip in the tug "Whales" around the entire water front of Fort William and Port Arthur during which trip we saw other elevators and many interesting things, including the great coal docks of the transcontinental railways. We saw the great coal shovels at work, lifting enormous quantities at a time. Fort William people are very proud of their facilities and it was sometimes difficult to get accurate information as to the capacity of their machinery. Some stated these shovels could handle fifteen tons at a bite. The lowest estimate was eight tons, and is probably about correct. Even that is an interesting piece of machinery to see in operation.

Use Hydro-Electric

We were entertained by the city of Fort William to lunch on our return and later taken out some 20 miles to the Kakabeka Falls, said to rival Niagara in beauty if not in volume. Here is the great power house which generates all the electricity for all the industries of the twin cities and thus makes of them "smokeless cities." At this point the

balance of the party returned West, taking in, I believe, the grain inspection division on the return home. For myself, I continued east to Toronto and other points. At Toronto I met the leaders of the farmers' movement there and was particularly interested in the success of their provincial co-operative buying and selling company. This article has already become so long that I must save my remarks on these things for another occasion. The great harbor works and transfer elevators at Montreal were also of great interest, as playing their part in the handling of our grain. In Ottawa I met Premier Borden and some of his ministers on matters concerning legislation but my impressions on these interviews must be described later, and as to the results—time alone will show.

P.P.W.

WELLSDALE SECRETARY ACTIVE

W. MacDonald, secretary of Wellsdale Local Union, No. 292, reports that at their meeting in July they took up the matter of binder twine and intended getting it thru the Alberta Farmers' Co-operative Elevator Co. Ltd. but unfortunately when the order was ready the Elevator Company could not supply same, having sold out of twine. However, a local man gave them the same terms and they purchased it from him at 11 1/2 cents and the members were very well satisfied. The union is a little sleepy, some of the most active members having joined the overseas forces. There are very few young men left in the locality, most of them having gone away last winter. Mr. MacDonald tried to get the members to join with a neighbouring union in purchasing a car of salt, but as the farmers of the district have been badly frozen out, there is not much money to be had this fall.

WEATHER SPOILED PICNIC

Allan L. McLean, secretary of Hatherage Local Union, No. 138, reports that this union is still progressing. Meetings are held regularly and altho the attendance is not up to the standard during this busy season, still they have a fair attendance, but not many new members. They expect a good rally after the busy season is over. The picnic on September 4 was not a success as it poured rain on that day. At the last meeting on September 30 the question of buying wholesale was brought up again by the secretary. There will be a fair harvest in this district and much grain will be shipped from here. The people in this locality are still awaiting a railroad, being now twelve miles from the nearest station.

NEWS FROM KIRKPATRICK

R. M. Johnston, secretary of Kirkpatrick Local, No. 651, reports that this union has not done very much recently. The crops in the district are very poor. The local ordered two carloads of coal, but found that they were too late in ordering and the mines could not fill their order. However, the secretary was able to make arrangements to get the coal thru a local dealer at a reduction of 25 cents per ton. He hopes to be able to forward a more interesting report in the near future.

Mrs. P. S. Scheelar, secretary of Sterling U.F.W.A. reports that the members of this club have decided to donate \$20.00 to the Red Cross Fund.

WAR RELIEF FUNDS

Belgian Relief Fund	
Previously acknowledged	\$3,283.15
W. P. Lonergan, Youngstown	5.00
Raven, No. 554	6.00
	\$3,294.15
Red Cross Fund	
Previously acknowledged	\$2,761.23
Chailey Local, No. 151	2.25
Claremont S.D.	35.25
Endiang Local, No. 264	10.00
Whitla U.F.W.A.	5.00
	\$2,813.73
U.F.A. Patriotic Fund	
Previously acknowledged	\$1,888.45
Orton Local Union, No. 227	36.75
	\$1,925.20
Canadian Patriotic Fund	
Previously acknowledged	\$1,484.10
Polish Relief Fund	
Previously acknowledged	\$129.50

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