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Work-a-Day Maxims

"Strive not with a man without a cause if he has done thee no harm."

"Debate thy cause with thy neighbor himself and discover not a secret to another."

"It is a snare to the man who devoureth that which is holy and afterwards vows to make inquiry."

"If a ruler hearkeneth to lies, all his servants are wicked."

"Accuse not a servant to his master lest he curse thee and thou be found guilty."

"Observe your enemies for they first find out your faults."

"There is no little enemy."

"If you want enemies excel others; if friends, let others excel you."

"Envy is like a fly that passeth all a body's sounder parts and dwells upon his sores."

"He conquers who endures."

"But if we do forget the hour, there never yet was human power that could evade the patient search and vigil long of him who treasures up a wrong."

"To avoid criticism be nothing, do nothing, say nothing."

I am sending order for \$20.00, being \$10.00 for fifty buttons and \$10.00 for membership fees.

W. A. REID,

Sec'y, Gull Lake G.G.A.

We still have a few buttons on hand.

Yours of the 21st ult. to hand. I am sorry to note that I made a mistake in my report of August 18. This Association is opposed to sample markets and grain mixing at present. Some of the members favored two systems. That is, sample market and the present system, but that was voted down. We are in favor of a district convention and suggested Wadena because it is quite central for this district. We think the district director and one or two of the executive should conduct the convention. If I stated otherwise it was a mistake on my part.

M. P. BURMAN,

Sec'y, Kelvington Association.

A Gentlemanly Correction

Please find enclosed postal note for \$2.50 for twenty-five copies of pamphlet on the Sample Market and Grain Mixing question, also twenty-five copies of pamphlet on Cheap Money and Agricultural Problem, by Mr. Woodbridge. In your list of Associations I notice you have my name and address as F. M. Johnston, Box 141, Wilkie, whereas it should be Thos. M. Johnston, Box 64, Wilkie, and mail coming from your office has been addressed F. M. Johnston. Would you kindly have this corrected as it has led to a little confusion and delay in receiving mail.

T. M. JOHNSTON,

Sec'y, Narrow Lake Association.

I enclose herewith \$1.00 for which kindly send me ten copies of the pamphlet on Cheap Money and ten copies on Sample Market and Grain Mixing. Also find enclosed \$1.00 for membership fees.

G. W. BAILEY,

Sec'y, Glenrose Association.

I am enclosing petition on woman suffrage and would like another blank if there is time enough to get it filled with names. I can get a number of names, but the ladies are not able to write their own names. Would it be all right if some one else signed for them? Please let me know as soon as convenient.

MRS. ELIZA DAY,

Shoho.

I Question It

I do not think any person, man or woman, who can neither read nor write, should be allowed to vote—F. W. G.

Well Done

Enclosed find money order for \$6.00 for which please send me ten copies of Annual Reports, one copy of Cushing's Manual and receipt for \$5.00 membership fees. This makes \$20.00 for membership

fees that I have so far sent you from this branch.

GEORGE H. HANANT,

Sec'y, Newlands Association No. 1.

Enclosed please find money order for 50 cents for a copy of Cushing's Manual of Parliamentary Practice and Rules of Debate. We have no G.G.A. here, but I have been a subscriber to The Guide for nearly three years and shall join the first Association that is formed in our locality, or shall endeavor to organize one as soon as our town gets started and should like a copy of this manual.

ALLAN G. GRANT,

Coleville.

At our meeting on August 18 we had a few new members join us—Daniel Robertson, Andrew Sime and George A. Smith. I am also sending you a few names for you to have The Grain Growers' Guide sent to—Ole Christenson, Charlie Hummanson, Donald Robertson and Freeman Pollock. Received membership tickets O.K. and literature which you spoke of sending. I am enclosing you \$3.25, \$1.00 of which is subscription to The Guide for the above mentioned men.

FREEMAN POLLOCK,

Sec'y, Abbey G.G.A.

At Work

Enclosed find a petition signed by the members of our Association. I was instructed to forward this to you asking you to use your influence in getting it before the C.P.R. officials as we are badly in need of a loading platform here. Prospects are good for the steel to be in Aneroid in two or three weeks. I might say we are forming a Co-operative Supply Co. Ltd., to be established in Aneroid. We had our first business meeting last night when we sold 165 shares. We expect to apply for a charter soon. We purchased a lot in Aneroid, but decided to deed it to the trustees of the Association to be held in trust.

M. S. BROOKS,

Sec'y, Aneroid Local.

Enclosed please find money order for \$2.50, being fees due to you for new members. Re your circular of the 18th. Our members would be pleased to know what kind of business would be under discussion in the district conventions to be held in the shipping season, as being a new branch we are quite in the dark regarding these matters.

JOHN B. CROSS,

Sec'y, Flax Hill Association.

Suggested:—All kinds of shipping problems arising out of elevator weights, dockages, car shortages, loading platform difficulties, car order book troubles, overages and shortages, special binning difficulties, etc., local Association problems, agitation, organization, education, co-operation, political problems. Shall Grain Growers have no politics, or shall they advocate every member being either a Tory or a Grit and agree to respect both, or shall they advocate a farmers' party, or shall they advocate absolute free men and trample partyism in the dust, using naught but Direct Legislation methods to obtain reforms in operation? Constitutional changes required or suggested, local, district, provincial or Dominion questions that may be presented.

I would suggest also a question drawer that any delegate may ask any question he sees fit of the Central officers. Should the district meeting be made a constitutional provision? Should delegates be appointed from such districts to Central convention instead of direct from the locals as at present? Should the district directors be nominated or elected at such district meetings? Should the annual membership fee be increased so as to make provision for each member receiving The Guide? Should the district director be appointed a permanent organizer for his district with salary?

These or any other questions the meeting might wish to submit to the Central convention.

SHORTAGES IN GRAIN SHIPMENTS

Following the statement presented to the Grain Commission, published last week on this page, as regarding shortages in grain shipments and fixing the responsibility of weights and the necessity of more stringent oversight of scales, the following correspondence from George H. Hanant, Secretary of Newlands Association, is typical of the general feeling throughout the country:

Lashburn, Sept. 16, 1913

F. W. Green, Esq.,

Can you please inform me, for the benefit of our members, how it is possible to fix the responsibility on the railway company for shortage of contents of cars of grain shipped over the loading platform. We have had many instances of consignments made to various firms being short and although we have sent affidavit of the weight, made by the shipper and the clerk of certified scales on which the loads were weighed, it is generally impossible to get satisfaction. It costs us \$2.00 to get a car load weighed and we may as well save this amount and accept the weight that the weighmaster gives us without demur, if, after writing letters for 18 months, we are informed that the Commission firm is "unable to effect a settlement with the railway company."

G. H. Hanant,

Sec'y Newlands No. 1.

G. H. Hanant, Esq.,

Your very concise and pertinent letter of the 16th ult. to hand re shortage of grain shipments. No greater difficulty has to be met than this one. The railway companies avoid every attempt to fix the responsibility on them. There is so much variation in scales; so much difficulty in keeping the scales thoroughly attuned. A scale might be tested and you have a certificate on a certain date, but this would be no guarantee that the scale was absolutely correct the day following, as it is a mechanical device, subject to many accidents and influences.

Generally speaking, however, if you can prove weight, if reliable evidence is procured to show that so much grain was put into a car and the car immediately sealed and the shipping bill received, the company can be made to pay for any shortage in the outturn at the terminal elevators. If you have such proof of loading and discrepancy in outturn, I should like to have such information forwarded and will attempt to secure a settlement. The Grain Growers' Grain company have a claims department which I think could help you. However, I consider your letter of such importance that I propose to forward it to the Grain Commission and you will doubtless get from them a more definite reply.

F. W. G.

Lashburn, Sept. 18, 1913

Fred W. Green, Esq.,

In reply to your letter of the 2nd inst re shortage of grain shipments in cars loaded over the platform.

Car No. 48634, shipped to the Grain Growers' Grain company on March 10, 1912, was 26.15 bushels short (oats), price 40 cents per bushel. After supplying evidence of weight, etc., the Grain Growers' Grain company wrote the shipper (A. E. Richards) that they were unable to force the railway company to a settlement.

Car No. 53986, shipped to Grain Growers' Grain company February 9, 1912, was 13.20 bushels wheat short (price 49½ cents). After writing several letters and supplying affidavit re weight, the Grain Growers' Grain company wrote the shipper (G. H. Hanant) that they were unable to effect a settlement with the railway company. In this case some bags of flax were shipped along with the bulk wheat. Out of this flax some 8.30 bushels of wheat was cleaned and the Grain Growers' Grain company, in spite of my letters, persisted in applying the 8½ bushels to reduction of the claim.

EXECUTIVE

Hon. Pres.: E. N. Hopkins, Moose Jaw
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Vice-Pres.: Chas. A. Dunning, Beaverville
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DIRECTORS AT LARGE

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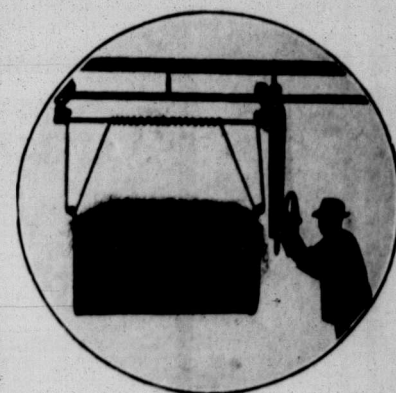
Bulkheaded—Car No. 48468, shipped to the Square Deal Company on June 26, 1913, was short 8.40 bushels of wheat, at 75 cents, and 26.1 bushels oats, at 35 cents. Shipper, A. E. Richards. Car No. 45056, shipped June 20, 1913, to the Square Deal Company, was short 15 bushels of barley, at 49½ cents, shipper, A. E. Richards. The letters received from the Square Deal Company re the last named cars do not hold out any optimistic hopes of being able to recover from the railway company, and speak as though they thought the shipper should be grateful that the shortage is no greater. The Grain Growers' Grain company speak in the same manner in some of their correspondence with shippers re small discrepancies in weight, but I quite fail to see why a farmer should lose even one bushel of grain when he can prove that he has put it into the car. I consider that the railway company should be compelled either to weigh the grain themselves or to accept the shippers' weight. The excessive rates they charge are high enough to stand the expense of installing scales at each loading platform and if these rates are not high enough, let them act as public weighmen and charge extra for this service and then accept the responsibility. (Be careful re such a suggestion—G.)

Another instance of shortage, about 40 bushels of wheat, shipped early this year (or late last year) to the Square Deal Company, by J. J. Hickson, Lashburn, was abortively claimed, but I have not the correct figures or the car No. If you care to write him, he will no doubt gladly furnish particulars.

Thanking you for your reply to my letter,

GEORGE H. HANANT.

The above correspondence has been forwarded to the Grain Commission.



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Write today for free book that tells how a boy can clean the stable in quarter of the time it takes a man with a wheelbarrow, and he will like the job where strong men hated it before. Don't be a slave to the wheelbarrow. Get our free book and learn the better way.

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