

H. D. Folsom  
Lumber Merchant

# The Alberta Star

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## Farm Machinery

### PLOWS AT COST

|                                   |         |
|-----------------------------------|---------|
| New Deere 12in. Gang Plow         | \$72 00 |
| New Deere 14in. Gang Plow         | 78 00   |
| New Deere Ranger Sulky Plow 14in. | 42 50   |
| New Deere Ranger Sulky Plow 16in. | 47 75   |

### Seeding Machinery below actual cost

#### MONITOR DRILLS

|               |         |
|---------------|---------|
| 14 Shoe Drill | \$60.00 |
| 18 " "        | 75.00   |

#### KENTUCKY DRILLS

|               |         |
|---------------|---------|
| 14 Shoe Drill | \$70.00 |
| 18 " "        | 90.00   |

The above are only a few of our bargains in farm machinery that we offer for and below cost. Until April 20th only. Come early and have first choice.

## H.S. Allen & Co. Ltd.

The Big Department Store.

### THE CAHOON HOTEL

First Class in every respect  
Steam Heat in every room  
Hot and cold water baths  
Excellent dining room service

CARDSTON - ALBERTA

Happy Homes and the  
Meat that makes them

### PEOPLE'S MEAT MARKET

#### THE NEW BUTCHER SHOP

A trial order will convince you of our ability to satisfy.  
FRESH SAUSAGE daily and the very best of  
STEAKS, CHOPS, ROASTS, etc. at  
LIVE AND LET LIVE PRICES  
ONE DOOR SOUTH OF CAHOON HOTEL.

### Phipps Restaurant and Bakery

Fresh Bread Daily

Have you tried for your cold McGreggins Butter  
Scotch and delicious confections. Helpful in  
cases of Colds, Horseness, etc.  
Just in a fine assortment of Redland Oranges,  
Lemons and good assortment of Apples.  
ICE CREAM-ICE CREAM--YES At the dance  
on Saturday also on Sunday at PHIPPS

### TOWN LOTS

300 building lots for sale in the heart  
of the original Townsite of Cardston  
\$25 to \$75 per lot

BUY NOW  
When real estate is low or soon it may be too late  
to get a bargain

E. N. BARKER, CARDSTON

## PROVINCIAL OWNERSHIP OF ELEVATORS

(Continued from last week.)

In the case of points however, where considerable quantities as well as barley were shipped, it might be desirable to retain one of the smaller houses for the shipment of each variety of grain. Whether the Government elevators were reconstructed or the original storage houses remodelled to suit the requirements of the system, would depend upon the local circumstances. The fact that considerable remodelling would be necessary in the case of the present elevators, would appear to make it expedient to use as far as possible the material to practically reconstruct new buildings, as there would be considerable economy in operating to have all the grain marketed at a point stored in a single building of large dimensions. The construction of these elevators would provide for a uniform bin of 1000 bushels capacity with a few exceptions to meet the requirements of those who wish to sell fragments of car lots by the wagon load. 1000 bushels would make a very satisfactory storing and shipping unit. The cars of the C. N. R. system are uniformly of 1000 bushels capacity. On the C. P. R. a large number are of that capacity. The 667 bushel cars are practically out of commission on account of old age, while the experience of the company has been that the large cars which they have lately introduced are not so satisfactory as anticipated; so that the probability is that they will return to the construction of the car of 1000 bushels capacity, whether it be adopted as a shipping unit or not.

In the construction of these elevators, lockers would be provided, one for each bin, wherein a sample of each wagon load, after cleaning—where cleaning was demanded by the farmer—would be deposited. When the bin was full the locker would contain an accurate example of the contents of the bin. This sample would be forwarded to Winnipeg to form the basis of sale on sample, or a portion would be sent by the operator at the request of the owner to any presumptive purchaser to form the basis of bidding, and a check upon the quality of car lots when delivery was made. This system of elevators could be provided with satisfactory cleaning and weighing apparatus; the cleaning could be done in accordance with the directions and under the supervision of the shipper. In some cases it might be expedient to clean out as much as one third of the grain to be retained for use on the farm or shipped by itself for feed. In other cases a very light cleaning would be sufficient to satisfy milling requirements. The weighing apparatus under the control of a disinterested weighmaster, would insure satisfactory weight to farmers and would be a protection against loss to the shipper in leakage or stealings in transit. In the case of farmers shipping direct to buyers without the grain going through the terminal elevators, a weight certificate given by the operator, attested by affidavit, would be agreed upon as final as between buyer and seller, making change of seed between farmers and the shipment to local mills east and west of points of shipment or to the large mills at Winnipeg and Eastward more satisfactory than at the present time. At each point in the Province, a provincial officer would be in charge of the elevator as operator to lease the bins required for special binning, to

receive the grain for storage there, and to issue a storage receipt therefor. The officer would also be prepared to receive in certain bins reserved for the purpose, such grain as was offered for sale on street by the wagon load and purchased by local buyers. The buyer would be required to take the weight of the Government official, who would be unbiased as between buyer and seller. The grain would be docked after cleaning so that there would be no more dockage than the percentage that was actually removed in cleaning. Should it develop, which is most unlikely, that buyers were not present upon the market for such grain as would be offered by the wagon load, the Government operator would receive the grain to be grouped with other street grain received, according to his judgment, and a ticket would be issued to the buyer indicating the amount of grain so received, with bin into which it had been consigned. An advance could be made on this grain by the Government, to the extent say of 50 per cent of its presumed value. So soon as one of these bins were full of the street wheat which had been grouped together, the same would be forwarded and sold, and the difference between the price advanced to the farmer and the price secured paid to him after retaining a commission charge for performing the service. Under the present system, the seller of the wagon load must accept the judgment of the local buyer as to grade and as to price, and since the local buyer has an interest in naming the grade and price as low as possible, the Government system would give the small farmer on an average, greater returns than he receives under the present system. In many cases farmers having less than car lots, will join together to make up a shipping unit, thus decreasing the amount of street wheat. It must be borne in mind however, that the creation of a system of storage elevators, where actual dockage, weight and identity are guaranteed, and where there are no artificial barriers to the free shipment of the stored commodity, will make the amount of grain sold upon street a very small and ever decreasing percentage of the whole crop marketed.

The system thus outlined would be equivalent to a complete system of Farmers' Elevators. It has always been recognized that such a system, could it be established, would be of tremendous value to the grain growers, but the hostility of the Line Elevators, makes a solution of the difficulty by the establishment of Farmers' Elevators throughout the Province impracticable. The Government system however has an added advantage, in that the weighmaster would be entirely impartial, and would be accepted more readily as an umpire between buyer and seller in case of shipment. Also as the custodian of samples used as the basis of sale, his impartial position would invite the confidence of both buyer and seller. A further advantage is that it makes a sample market practicable at Winnipeg without making that place an order point, and delaying shipment.

But while the correction of these abuses would alone warrant the establishment of a Government system, vastly more important benefits would follow its inauguration.

A small group of capitalists, owning the stock of the large Milling and Elevator companies would no longer be able to throttle all real competition through their facilities at country points which enables them to purchase the bulk of their grain at prices (street prices) much lower than the prices (track prices) which those who have no storage facilities must pay, and permits them to make additional profits from the ill-practices referred to above. The extinguishment of this monopoly would immediately result in a generally higher level of prices. A dividend of 34 1/2 per cent, on stock of a Milling Company, or of 100 per cent, on the stock of an Elevator Company would no longer be possible.

The commission men and track buyers who now fear extinction if arbitrary fixing of prices and commission by-by-law of the Exchange be abolished by amendments to the able to hold their own without such objectionable restrictions, under a Government system of elevators, especially where the street wheat was collected by the Government operator and sold in car lots, as it is only by buying a percentage of street wheat below track value, that the elevator owners would be able to temporarily outbid the independent track buyer on the track wheat and deprive the commission man of his consignments by offering more on track than the independent exporter can pay for consigned stuff.

The motive for such a course would be that after the commission man and track buyer had been starved out of business by making the price of track wheat higher than it should be by losing on the track wheat and making up the loss on street wheat, the elevator owners could, having extinguished all competition, own in name, henceforward buy all wheat on a basis of street prices until their extortions caused either the Government to intervene as now requested, or the farmers to decline to sell except through an agency of their own in car lots in the secondary market.

The Government system would lead to the establishment of a highly competitive sample market that would for the first time in their history bring the large Western millers into real competition with the Eastern Canadian and Old Country buyers. The large Western miller, through his line elevators, is permitted by the exporter to buy those types of wheat which experimental tests have shown to have the higher intrinsic value, without subjecting him to active competition. The miller who through his houses buys all kinds of wheat offered, turns over the stuff he does not desire for his mill to the large exporter for a moderate figure. The shutting off of the supply of street wheat and the creating of a sample market wherein could be seen samples of all the 1,000 bushel lots, the identity of which were preserved in the special bins throughout the country, would enable the representatives of the Eastern Canadian and Old Country millers to enter into competition on even terms with the Western millers for the various types of Western grain, and secure a share of those which they regarded as having the higher intrinsic value or as being most suited to their purposes. At the present time, since car lots are sold for the most part in store Fort William or Port Arthur, and are thus past the point where they can be diverted to the Western mills, there is no competition for this wheat except between the Eastern Canadian and Old Country millers, while for the type wheats purchased by the millers at their country elevators, on street or by car lots, there is no competition whatever.

An ideal system of marketing

the Western grain can only be evolved by the creation and operation of storage facilities by the Government.

This ideal system requires that all grain should be marketed in car lots in the secondary market. It further requires that there should be a correcting of the imperfections and inadequacies of the grading system by the establishment of a sample market. In the absence of a large group of mills surrounding the sample market it requires that provision should be made for the preservation of the identity of car lots in interior, that samples may be available to effect sales in advance of the shipment of the grain, avoiding the delay and cost incident to making Winnipeg an order point. It is necessary also that provision be made for special binning sample lots at the terminals and preserving their identity throughout their journey eastward, so that the representatives of the Eastern Canadian and Old Country millers may take full advantage of the presence of a sample market to collect for shipment to their mills the exact types of wheat that they desire. To secure the best results to the producer there should be a leisurely marketing of grain, so that the offerings may keep step with the actual milling and export demand, instead of requiring that the grain be sold on a speculative market. To permit of this, special bins under Government supervision are necessary where the preservation of the identity of the grain is assured, in order that the farmer may finance upon the security of his stored grain. His ability to so finance would remove the necessity of the speculative group now thought necessary to be maintained in Winnipeg to provide a market at times when there is no active export and milling demand. As this speculative group does its financing on the security of bills of lading or warehouse receipts, it does not appear to perform any very useful function in the business of exchange. It would be just as safe for the banks to finance the farmer directly on the security of his stored grain represented by similar documents while the number of persons benefited would be tremendously increased.

With the storage system under Government supervision in times of stringency, or pretended stringency, the Government could themselves advance money on the security of the farmer's stored grain, preventing the repetition of such a deplorable state of affairs as existed last fall when, owing to the banks confining their lines of credit sufficient for purposes of export to a small number of firms, and denying advances altogether to farmers on their bills of lading, a large portion of the grain of the country was sold at prices which permitted a profit of from 12 cents to 18 cents to be made by those financially able to export.

An ideal system of marketing would spread the offerings of grain for export over the whole twelve months. To effect this the farmer must be in a position to raise money on the security of stored grain.

Since Western Canada is one of the few sources from which hard wheat is obtained, and since this hard wheat in the East and Old Country must enter as a small percentage in a blend composed largely of softer and cheaper wheats, the Eastern and Old Country millers can only take a limited quantity at top prices in any month in the year. As there is no advantage in using a large percentage in making a blend, it

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