

The Improved Brandon Sub-Surface Packer

PATENT APPLIED FOR

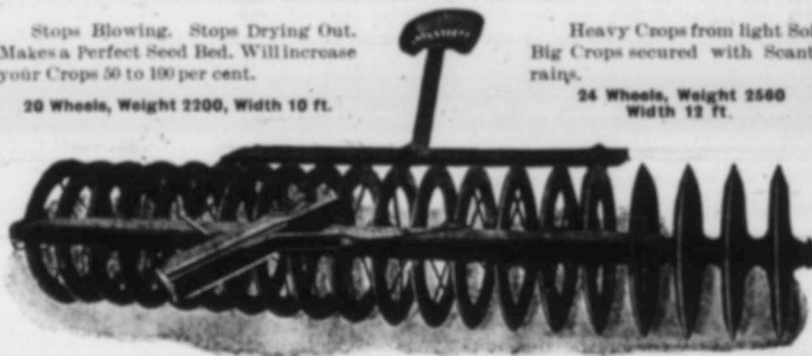
The Improved Packer has been designed to meet the last requirement of intensive as well as extensive farming. Made with 20 or 24 V shaped discs so constructed as to give a maximum of penetrating power, it possesses firmer sub-surface packing qualities than any other machine in the West to-day. The wheels are fitted in the hub with octagonal shaped bushings so that instead of discarding the wheel when worn, the bushing can be replaced at small cost, when the machine will be equal to new. The Improved is also in two sections, each of which is controlled by a ball socket, to allow each section to conform to the lay of the land, thus ensuring the effective packing of every inch of sub-surface soil. We claim that the Improved Brandon Sub-Surface Packer will practically last the farmer a life-time and will increase his crops 50 per cent. and more. Write for prices to Dept. G. Manufactured by

Stops Blowing. Stops Drying Out.
Makes a Perfect Seed Bed. Will increase
your Crops 50 to 100 per cent.

20 Wheels, Weight 2200, Width 10 ft.

Heavy Crops from light Soil.
Big Crops secured with scanty
rains.

24 Wheels, Weight 2540
Width 12 ft.



The Brandon Machine Works Co. Limited, Brandon, Manitoba

THE GRAIN CONFERENCE AND CAR SUPPLY

At a conference held at Calgary a few weeks ago, at which the banks, railways, elevator interests and farmers were represented, to discuss the possibility of the development of the Western outlet for Alberta grain, the following resolution among others was passed:

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 an elevator, by sale or otherwise, be enabled to get cars in the same proportion as though they load from the loading platforms, and that the railway agents 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.

Elsewhere in the Alberta section of The Guide, in a general comment on the work of the Conference, mention is made of this resolution, the wisdom of which, to say the least, appears doubtful to us. If we understand the situation aright, the ostensible object of this resolution is to facilitate the movement of grain. It is indirectly aimed at the present method of the distribution of cars.

The resolution asks that the farmers be enabled to get cars at the elevators in the same proportion as though they loaded from the platform. The present Act provides for this if they desire to put their grain through the elevator. One would gather from the proceedings of the conference that the farmers were largely using the loading platforms and not using the elevators. If so, the question very naturally arises, why is this the case?

If the elevators have been open to farmers as a means of shipping their grain, why have they not used them? There are only two ways that an elevator can handle the farmers' grain—either by purchasing it from him outright or by giving him storage facilities to get it loaded on track.

Under the present Grain Act the elevator is compelled to provide him with the latter. Generally speaking, the elevator operators, acting no doubt under instructions from their superiors, do not tumble over themselves to make it easy for the farmer to ship his grain by offering him the necessary space for a car lot.

It has frequently been found that a little grain is distributed into every bin in the elevator, and when the farmer comes with a request for a bin to ship his grain

he is told that there is no room. Then the elevator company, with considerable show of reason, advance the argument that their space is tied up by lack of cars. The amendment in question will undoubtedly make it easier for the elevator companies to secure control of a much larger portion of the wheat, which will have the logical result of putting them in a better position to stifle competition.

The average farmer in Manitoba, Saskatchewan or Alberta has at least a carload of grain for sale. If he lives too far from the shipping point to use the platform,

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