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Memorandum Submitted by the Terminal Elevator Interests
in reply to the Grain Growers' Grain Association.

WINNIPEG, Man., February 12th., 1910.

Rt. Hon. Sir Richard Cartwright, G.C.M.G., P.C.,
Minister of Trade & Commerce,
Ottawa, Ont.

Sir,-

Relative to our discussion with you while in Ottawa, of certain suggested amendments to the Grain Act, and the Government Ownership of Terminals; we beg to submit the following in reply to the memoranda given us by you concerning the same.

CLAUSE (1) That Section 27 of the Manitoba Grain Act be amended by adding the words "except in the case of all rail shipments out of railroad elevators, whether owned, leased, or operated by the railroad companies, storage charges shall cease when shipping instructions have been filed with the proper parties."

We submit that this amendment if enacted, would result in a discrimination in favor of the terminal elevator which is not owned by a railway and is operated by its owner and against the elevator which may be owned by the railway and leased by them to other parties, and would, therefore, be an injustice to the latter. We understand the object of this proposed amendment is to impose a penalty upon the railway which fails to supply cars for shipments of grain all rail from Port Arthur or Fort William to Eastern Canada, or for export. Any shipper who desires to forward his grain from the Western Provinces to Eastern Canada, or for export, all rail, could do so by sending it directly and avoid the necessity of placing it in the elevators at the Head of the Lakes. Should they, however, consign this grain to the terminal elevators, so as to have the choice of shipping forward by the lake route, the contract on the part of the railway as a transportation company, terminates when the grain is discharged into the terminal elevator at the Head of the Lakes, and if the terminal elevator is owned by the Railway Company, the latter are only warehousemen, and

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