

Reducing Cost of Living

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we paid for the wire by sight draft attached to bill of lading.

We intend to do more co-operative buying this year, and I intend suggesting to the committee that, as I handle a considerable amount of money in connection with this, I shall be bonded.

C. A. BARBY,
Secretary.

A REPORT FROM TEULON

The Teulon branch was only organized in February, 1913, and as the number of members was not large at first, it was rather difficult to make a start in co-operative buying, as we were not strong enough to take a carload. After a good deal of discussion, it was resolved to try the local stores as to buying co-operatively. We got one bid, namely, to take our stuff from the car when it came, pay freight and 10 per cent. above cost to storekeeper, cash down. It is almost unnecessary to say we could not accept this. Our president, who is a good live and influential man, had business in Winnipeg, and got in touch with a firm there that agreed to supply us with groceries wholesale. The president and myself gave our time in looking after the shipments, so there was no commission to pay, and these orders increased our membership considerably. By this time we were trying to get orders for a carload of flour. At first we could only muster half a load, but persevered and got in touch with our neighbouring branch at Guntton, who took the other half. This gained some more members, as they could see we were doing something besides talking. Twine was the next live question, and we were offered a price by our local man, which was very favorable. Apples came next, but the orders only totalled fifty barrels, so we did the next best thing and got them locally, as we did the twine, and altho we were not able to do things in a large way, we did the best we could and effected a considerable saving every time, as well as increasing our membership, which is so important if we are to keep alive and buy at the best advantage. I saved myself about \$12 in a year's purchases, along with a good many others. If anyone can tell me of one dollar spent in any other way that will bring in a larger percentage than the one paid to become a member of The Grain Growers' Association, I should like to hear of it.

Our co-operative purchases amounted to about \$1,059. Our saving was about 12 per cent. on groceries, one-third of a cent per pound on twine, 25 cents a barrel on apples, 40 cents a sack on flour, and 15 cents a sack on feed, compared with local retail prices.

HENRY MALPAS,
Teulon, Man. Secretary for 1913.

CO-OPERATION HELPS ANTLER

The secretary of the Antler branch of the Saskatchewan Grain Growers' Association writes:

Our Association consists of about fifty members, and meetings are held every two weeks during the winter and whenever necessary for the transaction of business during the summer and fall. We have well attended meetings, due, I am sure, to the co-operative buying feature of the work.

During the year our Association bought and sold three cars of flour and feed and two cars of apples. The first car of flour and feed, which came to \$1,036.11, we were able to sell at \$2.65 a sack for flour and 95 cents a cwt. for bran, a saving of from 25 cents to 55 cents on the flour and 10 cents on the bran, compared with local prices. This left a profit for the Association of \$25. The second carload was larger, costing \$1,299.92, and selling this at the same prices the association netted \$35. A third shipment of flour cost \$728.47, and after being sold at \$2.65 a bag gave the branch a profit of \$19. Both carloads of apples came from Ontario, and were sold at from \$3.85 to \$4.75 a barrel. How much we saved on apples I cannot say, as the local storekeepers did not handle any during 1913. In previous years we paid from \$6 to \$7 a barrel. When these cars arrive the treasurer of the

Association, who is a retired farmer living in the village, takes charge of the car, distributes the goods according to instructions and agreements of Association, collects the money and pays for the goods either by sight draft or direct remittance. When a car arrives, the members are all notified as soon as possible. It is customary to allow two days for paid up members to receive their quantity, after which time all comers share alike. The terms are cash at the time of receiving the goods. The man in charge is well paid, as it is difficult to see that everyone gets justice, as many only pay their membership fees at the car door in order to become entitled to the high grades of goods, such as the No. 1 Spy apples, which are reserved for paid up members.

A copy of The Guide is always on the secretary's table for reference during all our meetings. It is our aim as far as possible to buy from parties who advertise in The Guide. In the future we expect to buy in other lines. In buying co-operatively a margin of a few cents per sack or barrel is paid above the actual cost, which covers expenses and amounts to a nice reserve fund, on all the goods handled during the year. I have great hope for co-operative buying in the future, and great hope for the future thru co-operative buying.

IRA B. WALKER,
Secretary.

OVERWEIGHT COAL

The Great West Branch of The Saskatchewan Grain Growers' Association was only organized in November last, but we have already made a start in co-operative trading and have handled two cars of coal. The first was stove coal, and the cost was \$6.90 per ton laid down here. This car overran in weight 3,650 pounds. This overplus was divided among the purchasers, according to amount received, and therefore reduced the price to \$6.60 per ton. The second car was lump coal, and cost \$7.55 laid down. The car overran 2,570 pounds, and the value of this we decided to deposit in treasury. On the first car we made a saving of about \$76, and on the second about \$65, and, besides, 3,300 or 3,490 pounds would be as large a load as two tons from local dealers. We weighed at the Co-operative Elevator. We have made it a point to buy from Guide advertisers as far as possible. All of our members seem to be heartily in favor of co-operation. We have only sold to members so far, but we take pains to explain to non-members how easy it is, and the saving effected by becoming members. We have obtained a good number of members in just this way. Our purchases so far have been made with sight draft attached to bill of lading. We have never bonded our member who does the collecting, but have discussed this and believe it necessary. We have no incorporated co-operative society, but the members seem to be in favor of such a move, but as local banks have refused to loan money to some members for out-of-town purchases, such as lumber and fencing, we are handicapped to a certain extent for this season, at least.

J. E. McDERMID,
Radville, Sask. Sec. Treas.

STARBUCK REPORTS

Complying with your request to furnish you with a statement of business done co-operatively by the Starbuck Grain Growers during the year 1913, I submit the following:

	Saving
1 carload flour	\$150.00
1 carload flour and feed	280.00
1 car granulated sugar	375.00
23,763 bushels oats	1188.00
1 car (30,000 lbs.) binder twine	450.00
1 car green apples	100.00
2,500 lbs. evaporated apples	125.00
Groceries to the value of \$1,200	180.00
Small fruit \$500	100.00

Total Saving

ROBERT HOUSTON.

Starbuck

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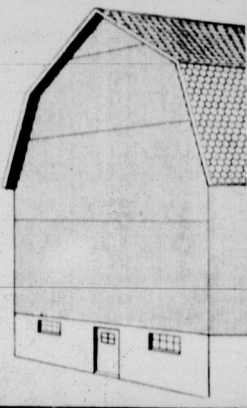
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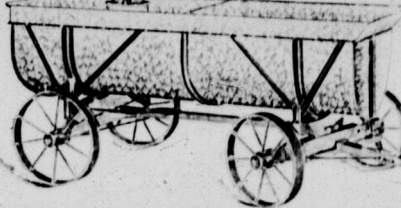


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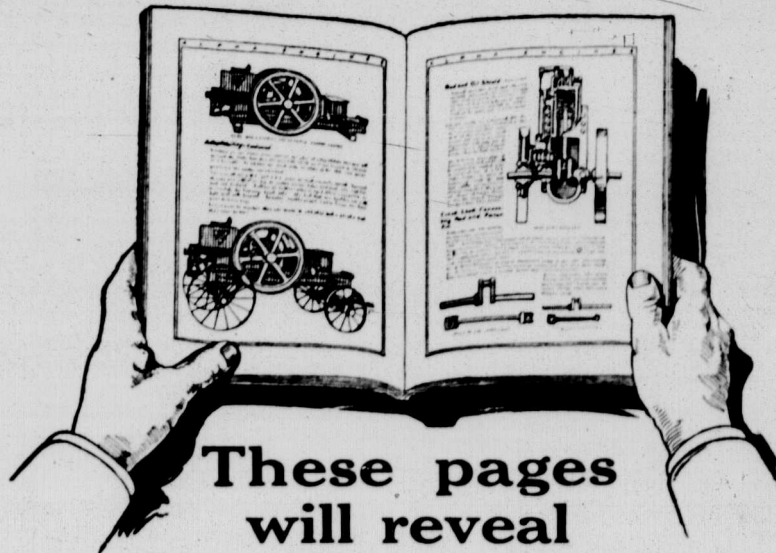


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