Grain Growers Ask For Coal Lands Given Away by Premier Scott

Coal Mines, Interior Elevators with Terminal Equipment and Transportation Facilities to be placed under Government Control is what the "Fathers of Saskatchewan" want, and They will Insist on Proper Consideration of these Demands—President Hopkins Vindicated and Mr. Millar Endorsed—Mr. Motherwell's Position Abolished – Meet Next Year at Saskatoon

Perhaps the greatest feature of the Grain Growers' convention concluded on Thursday last in this city was the amendment offered to motion number two by E. A. Partridge and adopted almost unanimously respecting the acquiring and operation of a portion of our coal area by the provincial government. While the convention showed a progressive spirit there was a moderation in the tone of the great gathering that could not but leave the impression that the delegates were only seeking justice in asserting their rights.

RESOLUTIONS

After the morning session of the first day of the convention, the resolution committee reported as follows:

1. Messrs Simpson & Sanderson; That this association reiterates its request to the government of the province to establish an agricultural college at an early date.

2. Messrs. Gates & Sanderson; That in the opinion of this association oil fields and coal lands not at present exploited should at least be controlled in the interests of the people, and that the provincial government be requested to press this matter upon the Dominion government.

3. Messrs. Green and Simpson; Whereas the great demand on transportation in Saskatchewan is caused largely on account of the demand for cars for stock, wheat and coal being mostly east bound freight, and whereas the coal problem could be greatly relieved by having a large portion of the supply hauled and stored in the summer time solving to a great extent both coal famine and car shortage; Resolved that the provincial government be asked to build sheds for coal at crucial points in Saskatchewan to fill same with coal in the summer time and sell at cost in time of emergency, also that mine owners be asked to fill all carload orders direct to consumers at wholesale rates, or that some similar action be taken to effect the same purpose.

4. Messrs. Gates and Fitzgerald; That the executive of this association take action to bring pressure to bear on all railway officials to settle outstanding claims of loss by fire started from their locomotives, without further delay, and failing settlement within reasonable time to place the matter before the railway commission.

5. Messrs. Sanderson and Russell; That this association reiterates its opinion that legislation should be enacted to compel railway companies to place agents at points where not less than 100,000 bushels of grain are grown within an area which naturally be considered as tributary to any railway siding, not less than seven miles from any existing station, and that the bulk of such grain would be shipped from such siding. If the shipping facilities were provided he may order the railway company to place a temporary agent at such point for the space of three months beginning at the commencement of such season, when the amount of grain in the area aforesaid exceeds two hundred thousand bushels he may order the railway compact to erect a station and appoint a permanent agent at such point.

6. Messrs. Gates and Hawkes; That this association place on record its approval of the action of the Dominion government in appointing a committee of the House of Commons at the instance of Mr. Herron to "enquire into the alleged lumber combine.

7. Messrs. Hawkes & Skeen: That this association desires to reiterate its statement as expressed last year that it would be in the interests of both producers and handlers of farm products if the cental was made the basis of weight instead of the bushel measure.

8. Messrs. Simpson & Fitzgerald; Whereas there is an enormous deficiency in the railway stock of the public carriers of the province and whereas the deficiency caused a tremendous loss to the grain growers of Saskatchewan;

Be it hereby resolved that the following section be enacted by the Dominion government—That when a responsible shipper orders a car from any public carrier six days notice the said carrier should be sufficient, in the event of said ordered car not being spotted within six days after the date of order, a demurrage at the rate of $1 per day thereafter till the car is spotted shall be allowed the person ordering.

9. Messrs. Green & Gain: That the following resolution from the Welwyn branch go before the association:

Whereas hailstorms annually cause partial or total loss to crops to those farmers whose lands lie in their course, and whereas all portions of the taxable area of the province are liable to such visitations of Providence; although some districts since the settlement of the country have been more subject to such visitations than others, and whereas the government of the North-West Territories and povince of Saskatchewan have for the past few years conducted an optional system of hail insurance based on a sum for each acre under crop which has received but poor support from the farmers generally and that almost entirely from farmers occupying land in the so-called hail belt, the expense in consequence being somewhat high, therefore deterring those living in districts less frequently visited, from insuring under the said system.

And whereas it has been suggested that a system of hail insurance based on an even assessment per acre—say one cent—on all taxable land the province of Saskatchewan would be the most satisfactory manner of providing insurance at a rate that would bear hardly on no farmer, and would tend to hasten the settlement and development of the country by slightly increasing the taxation of land held by speculators thus inducing them to part with their holdings;

And whereas an assessment at the rate above mentioned would, if capitalised at 6 per cent. per annum, depreciate the value of lands held for grazing purposes but 16¾ cents per acre, a sum which would be more than counterbalanced by the increased value of that portion of said lands capable of being brought under cultivation and all other lands in the province by making the calling of the agriculturalist more stable than it is at present.

And whereas a precedent for the taxation of the whole community for the benefit of one industry already exists in the west in the case of the sheep industry for the protection of which a bounty for the destruction of wolves is given out of the public funds.

And whereas all the necessary machinery in the shape of the councils of the local improvement districts already exist for the collection of such assessment as may be deemed necessary and the forwarding of the same to the provincial treasurer, thus ensuring economical administration, as only adjustment would need to be met out of assessment,

Therefore be it resolved that this convention of the Saskatchewan Grain Growers' association requests that the commissioner of agriculture for this province will take steps at once to cause an estimate to be made of the annual loss from hailstorms in the province, and if from particulars gained it be found that a tax not to exceed one cent an acre on all assessable lands would cover losses up to $5 per acre, that the government be requested to inaugurate such a system as soon as possible.

10. Messrs. Green and Simpson: Resolved by the Saskatchewan Grain Growers' association in convention assembled, that the time has arrived for the installation of a provincial telephone system owned and operated by the government.

11. Messrs. Gates and Fitzgerald: That this meeting places on record its opinion that existing freight rates on lumber and coal are excessive and request the executive to take such measures and make such representations in the proper quarters as may effect a reduction in rates on those indespensible commodities.

12. Messrs. Simpson & Gates: Resolved that the building of a railway to Hudson's Bay be pressed on both the provincial and federal governments.

13. Messrs. Washington & Sheppard: In view of the attempt by the grain dealers to have the law changed respecting the distribution of cars that this meeting strongly opposes any such alteration in the grain act.

14. Messrs. Green & Battell: Resolved that in the opinion of this convention of the grain growers of Saskatchewan the problem of marketing the wheat crop of western Canada can best be solved by government control of all terminal elevators and the establishment of an internal elevator system, the whole to be operated by a commission appointed by the government, the railway commission and the grain growers of the province, the whole cost to be borne by the grain trade.

15. Messrs. Motherwell & Partridge: That no senator, or member of either federal or provincial government, or any member of any executive board of any company engaged in the grain trade shall be eligible as a director or to have a seat o the executive of this association.

16. Messrs. Green & Skeene: That the provincial government b asked to build bridges sufficiently strong to carry tractions of at least fifteen ton weight, and that if plank be needed to support these structures they be placed on the bridges rather than ask threshers to carry timbers to strengthen them.

The mover and seconder were both very brief in moving the first resolution which passed without much comment.

OPERATION OF MINES.

The second resolution was hardly before the convention before a very lively discussion was opened by Mr. Simmonds (Fairville) who urged that the resolution did not go far enough. In case of a famine control without operation is not effective to afford relief. The mines must be worked by the government as well as controlled.

Mr. Langley did not believe that the time had come for operation although it was true that too much of the public domain was given away. Mr. Millar of the Manitoba association favored the motion as he believed that we are not at present in a position to stop private operation. Mr. Lennox thought that there is lots of room for competition. Levi Thompson advocated control of railways and mines but he would not favor operation. He did not think the scheme was feasible or advisable.

E. A. Partridge moved in amendment that our local government take steps to acquire a portion of the coal lands from the Dominion and operate it on behalf of the province. Mr. Simmonds seconded this amendment which was carried almost unanimously.

KEEP COAL SUPPLY.

The third resolution was criticised by W. Noble of Oxbow who thought that the wording was weak, and he wished to insert the word "compelled" instead of "asked" respecting the filling of orders. He urged that if the mines could not be compelled the provincial government could not enforce respect for the request. Levi Thompson thought that the point was well taken. As this amendment however would conflict with two governments the motion was allowed to pass on condition that Mr. Noble be given the privilege of bringing in another resolution along the lines advocated by him.

The fourth resolution was adopted with but little discussion, but the next motion was the subject of an interested controversy and was referred to a special committee to report on it.

MOTION CARRIES.

Mr. Langley thought that resolution six was not practical and he moved an amendment that it be referred back to committee. On a division, however, the motion carried.

Resolution number eight occassioned much discussion. The mover quoted figures to show that an average car costs seven thousand and an engine fourteen thousand dollars, and he could not see why a railway concern with enormous earning powers and declaring large dividends should not provide the proper facilities. The seconder of the motion urged that this system is adopted satisfactorily in other places.

Mr. Rennie of Rouleau stated that he had shipped a car of wheat last December to the Grain Growers Grain Co. at Fort William. It got to its destination on Jan 29, and he got his returns the morning of the convention. He had to pay demurrage at the lakes.

Mr. Gates moved in amendment that a clause be inserted compelling the railway companies to move a car at the rate of eighty miles per day after being loaded.

Mr. Baker, as an old railway engineer stated that this mileage was too high and should not exceed 40 miles per day. It sometimes takes 30 hours to get through a division. W. Noble was of the opinion that a reasonable time be stated as it was clearly the fault of the railway companies that the blockade existed. He too was an old railroad man and he did not attach any blame to railway employees, below the management.

Having agreed to a scheme of reciprocal demurrage the farmers and the railway companies were placed on equal terms, and it becomes the duty of common carriers to provide facilities for shippers.

DEFENDS C. P. R.

Geo. Balfour of Balcarres defended the C.P.R. against certain attacks upon their management with respect to providing facilities. He thought that this company had a better record than Jim Hill's lines and nothing should be done to discourage any company extending into territory to provide facilities for new settlers. To this sentiment, Mr. Motherwell said, "hear, hear."

This closed the discussion and the motion was sent back to a special committee for reconstruction, and the convention adjourned.

THURSDAY.

On reassembling Thursday morning resolution 14 was the first taken up. The mover was Mr. Green of Moose Jaw. He does not want to ship through elevators, and he has yet 19,000 bushels on his farm. There is no denying the fact that there is a railway blockade and a remedy must be found, and this convention must assist in the solution.

MOST IMPORTANT.

President Hopkins stated that this was the most important resolution before the convention, and he would like pointed discussion.

E. A. Partridge took the floor and outlined a very comprehensive scheme with reference to this motion. He does not think it wise to place the wheat crop on the market in two months for this would have a bad effect on prices. Storage facilities should be provided so that the farmer can finance on his stored grain which he should be able to place on the market as the demand indicated. Consumption has a great deal to do with regulating prices and this cannot take place during the first two months after the harvest. The crucial point is that we must have control of the terminal facilities, for private operation of these grain elevators has a bad effect on the independent dealers, or the farmers who ship themselves. With regard to the internal elevators the province must take the initiative, and the plan must provide adequate storage facilities so that the farmer can be sure of his grade and his weight.

THE SCHEME.

The proposition is for the province to undertake the construction of elevators at every shipping point in the province. It is proposed to construct these elevators of concrete on a uniform plan with uniform size bins, say one thousand bushels capacity, which is a suitable transportation unit. They would be equipped with an up-to-date cleaner, so that the grain could be cleaned before stoking and the screenings given to the owner of the wheat. They could also be equipped with scales for weighing in and weighing out. Provision would be made for small lockers in which a sample of each load after being cleaned would be deposited, giving a true sample of contents of each bin.

At points already equipped with elevators the owners thereof would be given the opportunity to dispose of these elevators to the government at a fair valuation. Where they declined to do so government elevators would be erected and they would take their chances of competing with government owned elevators. At the beginning of the season a farmer presenting himself with wheat would be alloted a bin at a fixed rental per month or fraction thereof. Thus no one would occupy space which he was not prepared to fill within a reasonable time. The fact that the wheat was stored under government supervision would enable the issuing of an official document (a storage receipt) which would be capable of being used as collateral security by hypothecation for a loan which would enable the farmer to discharge his more pressing liabilities whether cars were available for transportation or not.

The fact that the building was used solely for storage would eliminate any temptation to give light weights, take heavy dockages, misgrade, or change the identity of the stored product, in fact give all the advantages of a farmers' elevator, with a number of additional ones. As soon as the owner of the wheat desired to ship it, the manager of the elevator would notify the railway company to supply transportation. One week thereafter if transportation were not supplied the railway company, by an amendment to the Grain Act could be charged for any further storage accruing against the grain, also they would be charged with interest on the market price of the grain from the date when the transportation was ordered and not supplied until the transportation was provided. Periodically a government inspector could be sent to grade the contents of the elevators and issue grade certificates or it could be graded by samples sent from the lockers. The elevator operator could issue the weight certificate, then all necessary documents to effect sale or secure advances at the rate of interest at which money can be secured on such documents, would be in the hands of the farmer.

The advantage of having wheat weighed at the initial point is very great since then the railway company would have to take all risk of loss from cars springing a leak or from stealings from the cars which has been quite numerous some seasons. Another advantage of having this weight and grade at the point of shipment is that cars could be shipped to mills, either east or west of the point of shipment and sold for delivery to mills either in the west or eastern Canada. They could be sent, for example, to North Bay for orders and instead of having to take mill weights at their destination, which are very unsatisfactory, the seller would have a guarantee that he would receive his full outturns.

It is now customery in the case of shipments to North Bay to ship the car through the terminal elevator at a cost approximately of seven-eights cents per bushel for the purpose of cleaning and obtaining official weights. This charge would be obviated by cleaning and weighing at initial points.

CLASSES OF WHEAT.

Again many types of wheat do not lend themselves to being classified according to their intrinsic value under the present grading system. Take for example plump frosted grain, bleached grain or grain slightly smutted. By being stored in a public official elevator, official samples of grain of this class can be sent to presumptive customers anywhere, making selling on samples practicable also a sample market could be instituted in Winnipeg without making an order point as official samples of the binned grain should be sent there and exposed for bids from buyers who would represent the various millers, both domestic and foreign.

The question of cost of this system may be considered. In the first place it is necessary to provide storage facilities for practically the whole of the crop, either on the farm or on the lines of railway as transportation facilities are totally inadequate to move the bulk of the crop in reasonable time. The establishment of a complete storage system along the line of railway would to a large extent obviate the construction of anything more than temporary shelters on the farm. The advantage of the storage system on the lines of railway rather than on the farm is the economy in providing it and the obviating of much needless handling of the product

Since lumber has greatly advanced concrete would be the cheapest kind of material which could be employed. It has the advantage of unlimited durability and the elimination of the risk from fire so that the insurance item of cost could be eliminated by the system and this is now reckoned at one-quarter cent per bushel in elevator charges. The government could secure a cement deposit of which there are considerable throughout the west, thus furnishing it at first cost. Sand and gravel are available locally. Unskilled labor can largely be employed in the construction of cement buildings. The weighing and cleaning apparatus, being bought in large quantities, could be secured in large quantities, could be bought at low figures, possibly making a saving of twenty-five per cent. on their total cost.

Gas engines could be employed and gasoline could be secured at great reduction by the purchase in large quantities and distributed in a whole sale way. It is estimated that storage costs fifteen cents per bushel of capacity. It would not be necessary to have more than capacity for two-thirds of the crop as at least one-third would be shipped out during the process of storing, that is, to say ten cents per bushel on the whole crop would provide storage facilities adequate to the needs of the country One cent per bushel per year would provide interest on this sum at three and one-third per cent. and in addition provide for a sinking fund that in twenty years would eliminate the debt. The advantage of proper cleaning facilities at the initial point would be a saving of at least eight per cent of the freight bill and the leaving of a feed product in the hands of the farmer that would represent at least an average value of twenty-five dollars per annum per farmer.

CARRIES WEIGHT.

Mr. Partridge's arguments carried a great deal of weight with the convention and this was backed up by the remarks of Ald. Doran of Brandon who said that the only solution was a government scheme.

The resolution was amended by sub-dividing it and upon a vote being taken upon the first clause of the resolution ending at the words "of all terminal elevators," that section of the resolution was carried.

Upon passing to the second clause of the resolution—"and the establishment of a system of internal elevators, the whole to be operated by a commission appointed by the government, the railway commission and the grain growers of the province, the whole cost to be borne by the grain trade,"—strong and marked differences of opinion were developed the delegates appearing to be about equally divided with regard to the feasibility of internal storage elevators.

R. G. Sanderson (Indian Head) did not think that internal storage elevators would solve the difficulty complained of, unless the government controlled transportation also. He moved that that clause of the resolution be rejected.

CONTRADICTORY

P. Daymon (Abernethy) considered that this clause was a direct contradiction of the demurrage proposal. If the farmers could compel the railway companies to take the grain to the seaboard there would be no need for storage elevators. He advocated the double tracking on the main lines of railway throughout the west.

S. Rathwell (Moose Jaw) was in favor of the resolution.

Levi Thompson considered that the interior railway scheme would benefit the railways more than it would the farmers. He thought that with this resolution and the reciprocal demurrage clause the execution of both were impossible.

Mr. Partridge advocated the adoption of the resolution which was only an assertion of principle. The details of the scheme could be worked out by legislation later.

Matt Snow of the warehouse commissioner's office took strong objection to the clause. There is in the west storage capacity for thirty million bushels and it is only a question of cars. The C.P.R. had fallen short in transportation for over five million bushels last year notwithstanding the favorable weather. The imposition of a demurrage penalty would do more good than increasing the storage capacity. If the wheat were billed to a point such as Broadview the shippers would find it an inconvenience to bill to that point and pay handling charges.

F. Baker considered that the elevators would solve the difficulty and if the company failed after demurrage were imposed the elevators would be a safety valve and provide relief.

W. Noble and E. E. Perley opposed the motion as affording greater excuses for the railway companies who are in favor of the scheme. A. Hamilton also supported this view. E. A. Partridge and F. W. Green, however, stood out against these contentions and insisted that this would provide a solution for the present grievance. Upon the motion being put to a standing vote it was carried.

RECIPROCAL DEMURRAGE.

The demurrage question had been referred to a special committee, and as chairman of that committee Levi Thompson reported that it was deemed advisable to endorse the principle of the motion and leave the details to be worked out in parliament.

The following resolution was then read and adopted:

Whereas the railway companies operating in Saskatchewan have utterly failed to move the produce of the country within reasonable time, thereby causing incalculable loss to farmers;

Be it therefore resolved that an earnest effort be made to procure legislation from the Dominion parliament providing for a reasonable system of reciprocal demurrage, and the executive take the necessary steps to have the matter put in proper legislative shape.

HAIL INSURANCE

Resolution number nine was referred to a special committee. This was decided upon after a lengthy discussion. W. Noble of Oxbow was opposed to the principle of compulsory hail insurance. In any case the scheme ought to be endorsed by town ship vote before the levy was made in any township.

F. R. Green moved, seconded by Walter Simson, that the words "taxable land" be struck out and that the term "arable land" be submitted. Mr. Gates favored the amendment but he thought that the tax ought not to exceed three cents an acre and he moved an amendment to the amendment to this affect. Mr. Baker drew attention that owing to the annual deficit over the present system the people were really paying for the scheme now in operation. The deficit last year was $9,050.

Taking the arable land at a low estimate of 33,600,000 acres, this at one cent per acre would give $336,000. The losses last year totalled $61,760 and last year as a basis would give a cost of 1-5 cent per acre. He did not believe that they could have universal insurance at a low cost per acre of the land at present under cultivation.

A. Hockey of Drinkwater, and A. Hamilton of Indian Head, disapproved of the motion. A. Weddell of Weyburn believed in the principle, but did not think that it should apply to dairymen and ranchers.

The motion as amended and adopted was as follows:

Resolved, that this convention of the Saskatchewan Grain Growers association requests that the provincial government introduce legislation to levy a tax of one cent per acre on all assessable lands not used exclusively for ranch or pasture purposes to be used to cover losses from hail storms.

WITHOUT COMMENT.

Resolutions ten, eleven, twelve and thirteen were passed without comment.

Resolution fifteen was looked forward to with a great deal of interest and when it was reached President Hopkins asked the delegates to vote without discussion. The principles who were responsible for the incident arising out of the Motherwell-Partridge newspaper discussion had got together and decided to make the matter of a personal nature to save any controversy in convention. One of the conditions was that the position of honorary president would be abolished and Mr. Motherwell would thus drop out of sight. To do this, however, and not reflect on the commissioner, it was necessary to bring in a resolution excluding members of a government from the executive of the association. The delegates were given to understand this phase of the question and they heartily approved the motion and the incident was closed.

Resolution sixteen was passed with controversy, and the motion by Messrs. Gates and Fitzgerald was adopted as follows:

That this association recommends that the warehouse commissioner or other authority shall one month prior to the commencement of the shipping season issue to the railway officials a statement prepared on the basis of the amount of grain shipped from each point during previous years, setting forth the minimum number of cars the railway company will be required to place each day at each shipping point.

HOPKINS RE-ELECTED.

In the early part of the session the election of officers took place, Levi Thompson being elected to the chair for that purpose. There was only one nomination for president and when it was moved that President Hopkins be re-elected the vast assemblage rose to its feet and cheered vigorously, singing "For He's a Jolly Good Fellow." Levi Thompson was elected vice president.

The election of directors resulted as follows:

R. J. Kitson, Weyburn.
Wm. Noble, Oxbow.
F. M. Gates, Fillmore
Peter Daymon, Abernethy.
Andrew Knox, Colliston.
W. R. Caswell, Saskatoon.
F. W. Green, Moose Jaw.
H. O. Partridge, Sintaluta.
Walter Simpson, Regina.
Auditors—Messrs. Fitzgerald and Alex. Waddell.

SASKATOON NEXT.

In deciding the place of meeting for next year the delegates had to choose between Saskatoon, Regina, Prince Albert and Weyburn. Saskatoon however was elected notwithstanding the urgent appeals from other places. Weyburn put up a very strong bid, Messrs. Waddell and Washington doing all in their power to have the next meeting on the Soo line.

PLATFORM LOADING.

The following resolution was adopted being moved by Messrs Sanderson and Russell:

That this association reiterates its opinion that the grain act be amended to provide that whenever it can be proved to the satisfaction of the warehouse commissioner, that not less than one hundred thousand bushels of grain are grown within an area which would naturally be considered as tributary to any railway siding, not less than seven miles from any existing railway station, and that the bulk of such grain would be shipped from such siding. If shipping facilities were provided, he may order the railway company to place a temporary agent at such point for the space of three months beginning the commencement of such season. When the amount of grain grown in the area aforesaid exceeds 200,000 bushels, he may order the railway company to erect a station and appoint a permanent agent at such point.

Another motion passing without discussion was by Messrs. Kitson and Waddell: Whereas, we the members of the Saskatchewan Grain Growers' association, in accordance with section 42 sub-section five of the Manitoba Grain Act of 1900 and amendments thereto, hereby agree that it is necessary to better enable farmers to load their grain at a loading platform do urge upon Mr. Castle the advisability of having additional platforms put in at any point that may be recommended by the executive of this association after investigating any application made by any sub-branch under this association; also that if at any point where there may not be a sub-branch of this association, and it can be proven that a platform or platforms are necessary that the executive urge the commissioner to have same erected.

ENDORSES MILLAR.

John Millar, sec.-treasurer of the association for the last year felt that this was an opportune time to state to the convention that he had been acting in the capacity of chairman of the royal grain commission and would have further work to do yet in this connection he thought it advisable to get the feeling of the delegates as to whether he should accept re-election as secretary should the executive offer him that position again. There was some hesitation about putting the vote, but Mr. Millar insisted and went further by stating that it had been said that he should not be re-appointed and he would like for the delegates to say whether they approved of his conduct during the past year.

On motion "That we approve of Mr. Millar's services as secretary of this association" the delegates rose to their feet and sang with great enthusiasm, "For he's a jolly good fellow." and gave three hearty cheers.

Mr. Millar thanked the convention most sincerely for their hearty vote of confidence.

CATTLE GUARDS.

The question of adequate cattle guards at railway crossings was brought up by Mr. Elson who moved a motion dealing with this matter. E. A. Partridge however, saw a weakness in the resolution and he moved: "That the executive be instructed to look into the Dominion railway act and ascertain its provisions regarding whatever amendment they think necessary to meet the object of Mr. Elson's motion." This was adopted.

EXPERIMENTAL FARM.

"Owing to the nature of the soil in the more northern portions of the province and to the fact that agricultural conditions are somewhat different from those further south, the Dominion government be requested to establish an experimental farm in the northern part of Saskatchewan," was the motion moved by Andrew Knox of Colliston and which was heartily endorsed.

MATT SNOW'S ADVICE.

Matt Snow, assistant warehouse commissioner, at this stage of the proceedings asked permission to speak on one or two subjects which had come under his notice. He complained of the working effect of the car order system which should be remedied. He thought that the car order book for farmers' use should be like a cheque bookhaving a stub showing a complete record of the order. The sheet should contain the name of the applicant, his address, the number of the car, the size, the place and the time to be spotted. On it should be printed that the applicant must have in his own right at least enough wheat to fill the car so ordered.

Asked by Jos. Goodman of Rocanville whether a man taking a car from another could be punished, Mr. Snow replied that there was no provision making this an offence, but there were too many cases of this kind reported.

GOVERNMENT ELEVATORS.

Mr. Green, earlier in the day, introduced a motion dealing with the Dominion government control of elevators but this did not go far enough to suit some of the delegates, and did not touch the question of local government control and operation, E. A. Partridge therefore asked for an expression of opinion on this matter.

Hon. W. R. Motherwell, who had

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