



SASKATCHEWAN SECTION

R. C. SANDERSON, Editor

Grading of Wheat

Editor, GRAIN GROWERS' GUIDE,

Dear Sir,—Perhaps a few remarks on our present system of grading wheat, as compared with a sample market, will be of some interest to your readers. Located as we are, within 12 miles of the International Boundary, we at this point are in a most favorable position to judge by actual prices paid under both systems of grading.

The first wheat of any marketed amount hauled over the boundary was not until wheat was bought in bond. Three years ago farmers near the boundary greatly benefited by this privilege. The fall of 1908 ushered in a fine crop. The Board of Trade at this point called a meeting, the question was agitated, it was supposed the C.P.R. was to blame. Our four 35,000 bushel elevators loomed up like four great monuments, locating the place where heretofore 400,000 to 500,000 bushels of wheat had been hauled annually. But low and behold! Practically all the wheat south and north threatened going across the boundary, unless something be done to check this movement. We saved our north wheat by paying from 4 to 6 cents more for it. But this had no charms for our south farmer, who still insisted, and did haul 200,000 bushels tributary to Gainsboro across the line. This wheat was sold in bond, being shipped in bond to Kingston and Duluth, and should not figure in the question under discussion, as this wheat was bought under our Government Inspector deputies at Duluth and Winnipeg, one would suppose there could be no difficulty in either grade or price. It was not a trick of the "Yankee buyer" to get our wheat, as the American farmer received still 5 cents per bushel more for his wheat, raised within a "stone-throw" or just that imaginary line between, in the regular unbonded elevators. It was not car shortage, as Lyleton, Man., is only a few miles from the boundary and the facts are, wheat was hauled through and past it.

Cars or No Cars

It was not because the C.P.R. freight rate was too high, as the rate from Antler, N.D., to Duluth and Pierson, Man., to Fort William are practically identical. It was not because our track price was equal to bonded price. If our track prices were as high we would have got the wheat. For the saying is as true as old: The only way you can educate the farmer is through his pocket-book. And I admire him for it, it is strictly 20th century business methods.

Summing up the situation we have nothing to look into but the relative prices paid under different systems of grading.

The price to the producer to set the world over by the grade he receives.

Taking this as a basis, we start out to compete in the world's markets, knowing we have the best wheat entering the world's market, Liverpool. We are told we must not lower our grade, as it would be wrong to do anything to interfere with our world-famed reputation as growers of No. 1 Hard wheat.

I would like to ask you, brother farmer, if it is our high standard of grading, or our superior soil and

climatical conditions that makes hard wheat north of the 49th degree of north latitude?

What we, as farmers, wish, is the highest price paid to the producer, and we are justly entitled to it, if we are raising a superior article.

If it is the Inspection Act of 1900 that has made our wheat superior on the Liverpool market, let us raise our grades still two grades higher. I suppose if this delusion was carried far enough our Canadian wheat would sell for 40 cents per bushel more than any wheat on the world's market. Fallacy! Rot!

Where has our No. 1 Hard gone to since the Inspection Act of 1900? Where has most of our No. 1 Northern gone to since this Inspection Act became a fixture on our statute books? Pick up any authentic literature from both continents and the British Isles, and you will read the truth in them—claiming that Canada raises the best wheat in the world. Take up the Free Press of Winnipeg and see the Government report of No. 1 Hard and No. 1 Northern sold by the farmer. They are certainly getting mighty scarce. Now, brother farmer, if it is self evident, either we are not raising it or the Inspection Act of 1900 has been detrimental. I am of the opinion that we are raising it. I am also of the opinion that our No. 3 Northern is equal to the American No. 1. And I am also of the opinion that any grading system that will permit of wheat weighing 60, 62 or 63 lbs. per bushel (not tagged) to be bought and graded No. 2 and 3 Northern is a system detrimental to the producer and should be abolished.

Brother farmer, just meditate a moment—wheat grown in our Canadian North-West conceded by the best wheat expert in the world to be the best. Grown in any climate, where the ablest scientists of the world claim soft wheat will become hard, make the question a laughable one.

The fallacy of our present system of wheat grading, compared with the American system, is very pronounced. Their system calls for cleaned wheat weighing 58 to 60 lbs. per bushel for No. 1. Our system, as practiced, lays no stress on weight; wheat may weigh 63 lbs. to the tested bushel, and it is left to the Government inspector to set the grade, which is in reality setting the price, or, in other words, you may have wheat weighing 62 or 63 lbs. per bushel and receive No. 3 price for it. If there is no intrinsic milling value to our wheat, which can only be obtained by weight, those Old Country millers must be mistaken as they are very anxious for it.

It looks feasible to me that wheat weighing 60 or 62 lbs. to the bushel will produce something like 42 lbs. of flour, while wheat weighing 56 lbs. to the bushel will yield about 33 or 34 lbs. of flour. Consequently all bought weighing 60 lbs. or over and at No. 3 price

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