



NOTICE TO CORRESPONDENTS

This department of The Guide is maintained especially for the purpose of providing a discussion ground for the readers, where they may freely exchange views and derive from each other the benefits of experience and helpful suggestions. Each correspondent should remember that there are hundreds who wish to discuss a problem or offer suggestions. We cannot publish all the innumerable number of letters received, and ask that each correspondent will keep his letter as short as possible. Every letter must be signed by the name of the writer, though not necessarily for publication. The views of our correspondents are not necessarily those of The Guide. The aim is to make this department of great value to readers and no letters not of public interest will be published.

A FEW SAMPLE MARKET ADVANTAGES

Editor, Guide:—The American farmer has this advantage over the Canadian farmer, in the fact that he does not have to accept the price set by the Chief Grain Inspector. The farmers are in this position, that they are compelled to take the price that is attached to their grain for when the Chief Grain Inspector attaches the grade, he solely sets the price, and no one can sell it at any other price.

There is no person to buy the farmers' grain, except the man who holds a seat on the Grain Exchange. The rules of this Voluntary Association are such that no member can exceed the price set by that body under pain of losing his seat on the Grain Exchange. Such a member is also placed on the "black list" and no person of that august body is allowed to trade with him or he will meet the same fate as the discarded member. Now, a sample market will remove this unfair system of handling grain and will give a fair market which is open to anybody and everybody, and the highest bidder will get the grain he bids on. The government certificate of grade will be attached to the sample under the new system, for the purpose of financing and guaranteeing the delivery of the grain according to sample to the purchaser. This will preserve the identity of the grain for the purchaser until it is delivered in his special bin at the terminal elevator. Then it will not matter if the farmer has not received a fair grade or a correct grade, as the grade will not have anything to do with the price he receives, as the grain will be sold at its milling value. That means that a Northern will often sell for as much as 1 Northern, and if a car has a dockage attached, the farmer will get paid for that as well. Proof of this fact lies in the market quotations in the Minneapolis papers, showing that a car of 2 Northern, with dockage attached, often sells for 2c. more than the highest price paid for a car of 2 Northern on that date. It must be understood that one car of 2 Northern often sells for 15c. to 2c. higher than another car of 2 Northern on the same day and on the same market. The difference in value really exists. The millers thus have an opportunity to buy those cars of grain at their milling value and if there is a dockage of any particular value, they may pay 1c. and 2c. more for the whole car than the highest price paid for 2 Northern on that day, because of the value of that dockage. There is absolute proof on this point.

Then, take into consideration the off grades. That is where the greatest difference comes in. Canadian mills are getting this off grade wheat at 5c. to 10c. per bushel less than milling value, from the fact that "rejected for smut" means a loss of 7c. here. But on the sample market in Minneapolis it means only 15c. loss, which is just what it costs to wash it clean. All wheat milled in Minneapolis is washed whether it is smutty or not. By the present Canadian system there is a proportionate loss on all other off grades. The elevator system such as the Grain Growers are asking for in Manitoba, will create a sample market with all the benefits of the Minneapolis system. No other system will do so. Neither farmers' nor private owned systems, nor even a railroad owned system can give a sample market from the fact that none of these systems would be in a position to give to the shipper a government certificate

of weight and grade. Again from the fact that a government certificate of weight cannot be secured from any other system, it is plain that nothing but a government owned system will make a sample market possible.

It is contended that the reason a sample market is such a great success in Minneapolis, is because of the very large milling industry of Minneapolis. But the facts of the case are, that it was after the sample market became a success that the milling industry of Minneapolis became a great success.

And it is contended by some, that, since there are no government owned elevators on the American side that there is no need of government ownership here, in order to make a sample market a success. Few, if any, mills on the other side of the line have any line elevators. The milling firms find that they can do as well on the sample market as they can by going to the country with a line of elevators. There is actual competition in the elevator business over there. But it is different here. There are just two or three large milling firms with their line elevators in the country. These in conjunction with the four or five other line elevator companies have control of the situation. This was not hard to accomplish here, owing to the fact that up to the present time, the amount of grain passing inspection each year is only sixty to seventy-five million bushels. But on the other side of the line, the amount of grain is upwards of six hundred million bushels. The country it is grown upon is so large in extent, that it is impossible for any combination to control the grain trade in the United States. If the Canadian trade must be controlled for the benefit of any interest, let it be the producer. Or in other words, for the thousands of farmers rather than for a score of dealers. The dealers produce not, neither do they spin; but they receive by the present unfair system, immense and undue profits. Those profits rightfully belong to the producer, and, if he received that profit, he would be a much better citizen. He would be better able to educate his children. This point must be admitted by every honest man. Again, the farmer would be a better buyer of all necessities. The farmer does not sleep on home-made beds and sit on home-made chairs for choice. It is only because he has not sufficient of the profits of his labors. He will never get that profit as long as the few are in a position to take just what portion they choose.

The system of elevators asked for in Manitoba will bring about a fair deal to all and especial privileges to none. That is what the Grain Growers must have and will have. The governments of the day in Saskatchewan and Manitoba realize this all important fact. The farmers in both provinces have announced themselves with no uncertain sound. The governments realize that the farmers must be recognized. What remains for the farmers to do now is to be fair in their demands and take nothing less than their rights. The farmers' association executives of both provinces are just as able and competent to deal with this matter as any other body we have in the land.

With a publicly owned and impartially controlled system in the hands of men who are neither buyers nor sellers of grain, the farmers will get honest weights and fair dockage. Then the farmer can have his grain cleaned to his liking. The farmer can also, under such system,

keep his screenings, which are of value to him. Under the present system he gets nothing for his screenings, but in addition has to pay freight to carry them out of the country.

GRAIN GROWER.

SOME POINTED FACTS

Editor, Guide:—I received one of Mr. Fowler's pamphlets telling me how hard it was for the C.P.R. to handle the farmers' grain, and that they had therefore to call on the grain men to help the farmer out. To read Mr. Fowler's pamphlet, you would think that the farmers of the west had a picnic. In these days all we have to do is to put the plow into the ground and break away until our 160 acres are broken, and seeded to wheat then draw it to town, and the C.P.R. and the grain men do the rest.

I came to Canada in 1889 and I know what the farmers were up against. They were frozen out, dried out and drowned out in those days. I came to this country to farm, from the east. To hear those C.P.R. agents or land agents sell tickets for the Golden West, made a farmer think that he would be rich in three years and retire. When I came west, I went out in the country as far west as Saskatoon. I saw farmers at Regina that were frozen out for four years running. I met them by the dozen in Winnipeg, who could not stay by their land, but Mr. Fowler says the first crop, the farmers had hundreds of bushels of wheat and had no place to put it, so the C.P.R. and the grain men solved the question. Mr. Fowler did not say anything about the Dominion Government giving them the monopoly of this country for twenty years, and every odd section of land for twenty miles on each side of the road, and when Mr. Farmer came in 40 miles with a load of grain to sell, so that he could live and pay his debts, there was no car or any way of getting his grain out. Who was to blame for this? The way Mr. Fowler talks, the farmer was. He thinks they should have built granaries, one at home or at the C.P.R., and held his grain until the C.P.R. could have shipped it, when they got cars for it. Mr. Fowler did not tell us anything about this in his little book, but tells us that the C.P.R. were too busy building lines to their land, so that they could get all their lines built before the twenty years were up, and the farmers' grain could lie out in piles along their line, like so many piles of cordwood, and drive back from ten to forty miles with empty pockets, and paying big interest on over due notes, while the C.P.R. built their end up first, so as to give the farmer a chance to hold his wheat. When it got too hot for the C.P.R. they called in the grain men and told them they had a corner on this western country, and would let the grain

out, and brought hay and wood into the city to live on, and the treatment they received. I have known city people who were doing a paying business, go down to the hay and wood market, and offer these poor farmers who drove 16 miles into the city, \$3.00 for a load of hay (after six o'clock), when hay was five and six a ton. Why did those men wait till six o'clock to buy their hay? The farmer had to take three dollars a ton or stay all night, and most likely the same man would come the next night and offer him the same price, and he would take that rather than stay in the city all night. He was told it was not right, and the reply was, "he need not take it if he did not want to, it's his own fault if he does." Now this same thing has been done in the grain trade. A grain buyer told me that he worked in an elevator that paid all running expenses and shipped a car of wheat out of the short weights, and they had a three cent limit. That is if the farmer would not sell he could go over the limit three cents. This is how he worked it. If wheat was 65 cents he would offer the farmer 62 cents and if he accepted it he had no kick coming, and if another farmer came with a load of wheat and other buyers were after him, he would go up to 68 cents a bushel, so the elevator men lost nothing on these deals. Still Mr. Fowler says the elevator men are willing to give the farmers an honest deal. The elevator men of this country have let their pet tiger lick their hands until they have got the taste of blood, and it is going to put them out of business. They cannot blame the Canadian farmers. The Grain Growers' Grain Company is going to drive the cancer out of the grain business with the farmers at their back. If this dishonesty was not stopped the western farmers would become their serfs and this country would go back instead of ahead.

W. C. MITCHELL

Swan River, Man.

ACTIONS AND RESULTS

W. J. Tregillus of Calgary, in a letter addressed to the Weekly Herald of that city sums up in terse, and comprehensive fashion the far reaching results from the organization of western farmers. He says:—

A great jurist once said "Civilization begins and ends with the plow." The men behind the plow are waking up to this fact. Less than a decade ago the farmers of western Canada were laughed at when they suggested reforms which meant everything to them and their home happiness; but it is not so now. The farmers of to-day realize that by organization and independent efforts they can secure what they need. Organization is being push-

UNITED HARMONIOUS ACTION

Editor, Guide:—I have received your paper regularly ever since you first started. I think for a farmer's paper it is as nearly perfect as we are allowed to expect things in this world. The feature which I like the best is that it stands solid for harmonious joint action among the three prairie provinces and offers the other provinces a fair chance to come in.

I enclose an order for Two Dollars which please credit on my subscription.

JOSHUA FLETCHER.

Ellerslie, Alta.

men have a monopoly of the grain trade until they got their own out of the farmers. This all went very well until the Manitoba Government came to the rescue of the farmers and had a branch of the N.P.R. come in to help the farmers get their grain out before it would be ruined. What was the result of this? The C.P.R. forbid the N.P.R. to cross their lines and tried to keep the lines from coming into the country. They even called the soldiers out to stop the riot over the crossing question. They did not want any other road in Manitoba until their twenty years were up. Why, this looks to me, as though the C.P.R. and the grain men wanted to call out an army to keep Manitoba farmers from shipping through any other way than the C.P.R. Mr. Fowler did not say anything about that or about the farmers that were frozen

ed ahead at a reasonable rate, and never before in the history of Canada have the farmers come to the front as they are doing now on the prairies of the west, where the spirit of independence and assurance is born and developed by nature herself.

Organization and education are going hand in hand, and with due care nothing can withstand the forward march of progress, toward which the farmers are pushing every interest of our national life.

The last few weeks have been the most memorable in the history of the agricultural progress of western Canada in the line of advanced legislation, entirely through the efforts of the farmers themselves.

The farmers of Saskatchewan and Manitoba have set an example to the