

deposited, giving a true sample of the contents of the bins."

"A farmer presenting himself with wheat would be allotted a bin at a fixed rental per month or fraction thereof (with cleaning and insurance charges where cleaning and insurance were stipulated for). Thus no one would occupy space which he was not prepared to fill in a reasonable time."

"A storage receipt would be issued for each load."

"As soon as a bin was filled the operator would mail a sample drawn from the locker to the chief grain inspector who would issue a grade certificate therefor giving grade, weight per measured bushel, place of storage, number of elevator and number of bin. On the receipt of the grade certificate and on presentation of the storage receipts the operator would issue a warehouse receipt to the owner with grade certificate, weight certificate, and expense bill for storage, etc., attached. Farmers having small lots could arrange for joint use of a bin."

"No advance charges would have to be met before sale of grain."

"The owner of grain being in possession of the complete documents could sell or consign his car. In case of sale he would receive settlement in full at once. In case of consigning or hypothecating to a bank he could secure a 75 per cent. advance on value of grain at his station. This advance could be secured, as is now done on "bills and inspection," at a 6 per cent. rate. Thus as fast as a farmer could store his grain he could realize 75 per cent. on the value, whether cars were available for transportation or not, which would be an immense advantage, not only to himself, but to every business man in the country except perhaps the grain dealer, who could no longer take advantage of a blockade to 'cinch' the producer."

"The fact that the elevators were used solely for purpose of special-binning grain and were entirely free from the control or manipulation of buyers would eliminate any temptation to give light weights, take heavy dockages, mis-grade or change the identity of the stored wheat. It would put an end to the improper allotment of cars which now makes a mock of the Grain Act and street selling would soon become a thing of the past."

"By appointing the operator as shipper's agent for 'declaring intention and ability to load' as required by the Grain Act the applicant for cars need never lose his turn, nor need cars be allotted to those no longer requiring them."

"A check upon unequal distribution of cars as between shipping points could be provided by daily reports from the operators received at the Department of Agriculture."

"The advantages of having weight and grade at starting point are many."

"The grain being officially weighed and inspected before being handed over to the railways they would become responsible without evasion for all shortage in weight and deterioration in quality in transit from shipping point to destination. Another advantage of having the weight and grade at point of shipment is that cars could be shipped to points either east or west of the point of shipment and sold for delivery to millers for grinding or farmers for seed purposes either in the West or Eastern Canada on either grade or sample without risk or fraud as the seller is protected by the official grade, sample and weight in case of dispute and the buyer has recourse to the transportation company in case of discrepancy."

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

"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 elevator under control of a public official, official samples of grain of this class could be sent to presumptive customers anywhere making selling on sample practicable. Also a sample market could be instituted without making Winnipeg an order point by sending samples from bins to be exposed under official supervision in a sample room. Millers and exporters could buy from these samples and either send direct to mills or collect in special bins at the terminal elevators for export as sample lots."

"The facility afforded by the system for securing advances before the identity of wheat is lost and before transportation is available would tend to a more leisurely marketing, giving to the farmer longer opportunity to receive satisfactory bids and a greater ability to make the supply just sufficient to meet the active milling demand from month to month. In the long run the miller would not pay more for his wheat, but the speculator would have

fewer opportunities to fleece the farmers at one time of the year and the millers at another."

"With such a storage system, freed from the abuses of the present one, if the railways would give a reduction in freight rates from interior points to the Lake Ports from April to August, to in some extent offset the carrying charges, the periodic disorganization of traffic could be obviated."

"As to cost. In any case storage has to be provided and paid for directly or indirectly by the grower of grain, whether it be in the shape of bins on the farm, farmers' elevators, company elevators, railway terminals or a government system. The government can finance the system at the lowest rate and operate at cost."

"The Canadian farmer must meet the competition of the Indian ryot, the Russian peasant and Argentine peon in the world's markets. He can only do this by lowering his scale of living to theirs or creating a more economical and intelligent system of producing, classifying, storing, transporting and marketing his products."

"The terminal elevators should be owned and operated by the Dominion Government that all manipulation of grain in the interest of individual dealers may be abolished and also that the loaning of stored grain belonging to the common stock by the railways or elevator officials for the filling of contracts by large dealers who are short of spot grain may be prevented. Some way must be found also, whereby the average quality of the different grades as shipped out from the terminals will be as high as the average quality of the same grades as they come from the farm when cleaned to grade requirements. The only hope is in government ownership and operation."

At the first session of the Manitoba Legislature following the elections of 1907, the charter of the Grain Exchange was amended, but no move was made towards taking over the elevators.

In the meantime a circular had been prepared and widely circulated in the three provinces showing the necessity of a government system of elevators, outlining a plan in detail and showing the results likely to follow from the operation of such a system.

During the winter of 1908 the Grain Growers' Associations of Manitoba and Saskatchewan and the Farmers' Association of Alberta at their Annual Conventions declared for provincial ownership and operation, and instructed their several executives to take steps to lay their demands before the various governments.

There was also at this time an inter-provincial body created, styled "The Interprovincial Council of Farmers' Associations." This body at its first meeting, held after the close of the convention of the Saskatchewan Grain Growers' Association at Saskatoon, passed the following resolution:

"Whereas the Farmers' Association of Alberta and the Grain Growers' Associations of Manitoba and Saskatchewan at their annual conventions each passed a resolution urging their respective Provincial Governments to acquire, own and operate a system of elevators for receiving, storing, and shipping grain; and

"Whereas, the best results in the interests of the producer can be obtained only by each Government concerned establishing a system in its own province;

"Therefore, be it resolved that this conference urge the respective executives to take such steps as they deem best to cause the respective Governments to pass the necessary legislation to give effect to the above stated resolutions."

Then the several Executives waited upon their respective Governments.

Nothing definite was promised, but, acting upon the suggestion of the Hon. R. P. Roblin, a conference of the Western Premiers was arranged through the Secretary of the Interprovincial Council. It was hoped by the Grain Growers that this conference might lead to the three Governments passing similar legislation introducing Government Ownership and jointly requesting of the Dominion Government such legislation as would supplement their efforts and render their system more effective.

At the meeting of the Interprovincial Council at Saskatoon before referred to, it was decided to request the several Associations to send two delegates each to Ottawa to press for legislation having to do with the Government Ownership idea as relating to elevators.

This request was acceded to, and in due time the delegates reached Ottawa, where they found themselves face to face with a large and active group composed of grain men, railway officials and bankers, who stood solidly together in antagonism to every request preferred by the farmers.

Extracts from the written statements put into the hands of the Hon. Sir Richard Cartwright, Minister of Trade and