

# Railway Act Amendment

(Guide Special Correspondence)

Ottawa, March 31.—As a result of representations made to the minister of railways by James Bower, president of the National Council of Agriculture, Hon. Mr. Graham will shortly introduce an amendment to the Railway Act with the object of more effectually fixing upon railway companies the liability to compensate the owners of cattle killed on the railway track. The proposed amendment is as follows:

Section 234 of the Railway Act is amended by repealing sub-section 4 thereof, and inserting as sub-sections 4 and 5, the following:

"4.—The board shall have power, upon application made to it by the company, to relieve it, temporarily or otherwise from erecting and maintaining such fences, gates and cattle guards, where the railway passes through any locality in which, in the opinion of the board, such works and structures are unnecessary.

"5.—Where the railway is being constructed through enclosed lands, it shall be the duty of the company to take effective measures to prevent cattle and other animals escaping from such enclosed lands."

Sections 294 and 295 are repealed and the following substituted:

"The company shall be liable to pay the full value thereof to the owner of all horses, sheep, swine or other cattle that may be killed or injured upon the company's lands through the operation of the railway, save where such killing or injury is caused by reason of any person (a) failing to keep the gates at any farm crossing, at each side of the railway closed, when not in use, or

(b) leaving open any gate on either side of the railway provided for the use of any farm crossing, without some competent person being at or near such gate to prevent animals passing through such gate on to the railway; or

(c) other than an officer, contractor or employee of the company, taking down any part of the railway fence; or

(d) turning any animal upon or within the enclosure of any railway company; (e) except as authorized by this Act, without the consent of the company, riding, leading or driving any animal, or suffering the same to enter upon any railway and within the fences and guards thereof.

(f) leaving the gate or gates of the company at railway stations open for the convenience of the public."

# Reciprocity Agreement

(Guide Special Correspondence)

Ottawa, March 31.—The reciprocity debate is still on the waiting list, the government having again devoted all the available time of the house to getting through supply. The financial year ended today, and this afternoon an interim supply bill was put through without opposition voting one-sixth of the estimates which have not already been dealt with, thus giving the government funds sufficient for the next two months. The budget, it was announced today, will be brought down on Tuesday. Another budget of resolutions on reciprocity was laid on the table of the house to-day, and, of forty-six resolutions, only one, from the Brandon Board of Trade, which was passed by a small majority, was against the agreement. The remaining forty-five were favorable to reciprocity and came chiefly from Grain Growers' Associations in Manitoba and Saskatchewan and from local unions of the U. F. A. While requesting the ratification of the agreement with the United States, the majority of the resolutions expressed regret that free trade in agricultural implements was not included, and asked that this also be brought about, together with the increase of the British preference to 50 per cent. of the general tariff at the present session. The Shoal Lake Grain Growers' Association in addition, reminded Sir Wilfrid Laurier of his oft repeated promise to pass the co-operative bill, and asked the government to take up the bill and carry it into effect at the present session of parliament.

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# The Grain Bill

(By The Guide Special Correspondent)

Press Gallery, Ottawa, March 31

The senate committee on the grain bill concluded the taking of evidence on Wednesday, and today decided to recommend the elimination of section 123, providing that "No person owning, managing, operating or otherwise interested in any public terminal elevator shall buy or sell grain or be interested in any other form of storage of grain," and also clause (a) of section 212, providing a penalty for the infringement of section 123.

The motion to strike out these provisions was made by Senator Loughheed, and an amendment moved by Senator Talbot in favor of placing all the terminal elevators in the hands of the railway companies was defeated. Senator Davis alone supporting Senator Talbot. Senator Douglas, however, voted with these two gentlemen against the motion to strike out the clauses, and the minority of three will probably present a report of their own.

## Cartwright Favors Clauses

It is not expected that the recommendations of the committee will have much weight with the senate. Cartwright, the government leader in the senate, in referring the contentious clauses to the committee, remarked that they were the result of very careful consideration by the government, and as Sir Richard and the officers of his department were doubtless in possession of all the facts brought out by the evidence, it is not likely even though the report of the committee is adverse to the clauses, that he will consent to their elimination. The senate, however, being composed chiefly of men, is naturally sympathetic to "vested interests," and a determined attempt to spoil the effectiveness of the bill will doubtless be made.

The chief evidence taken this week was a statement by R. McKenzie, secretary of the Manitoba Grain Growers' Association, in reply to the arguments that have been brought forward on behalf of the present owners of the terminals, which is given below. The mayors of Fort William and Port Arthur and Major Wayland, a grain exporter, of Fort William, also appeared before the committee and supported the cause of the elevator men, expressing fear that in the event of free trade in wheat the enforcement of the proposed law would cause the diversion of grain to Duluth.

The committee was unfortunately obliged to conclude its labors without hearing the evidence of Mr. Castle, the warehouse commissioner, who was taken ill after coming to the city for the purpose of appearing before the committee and who is still confined to his room. The result of Mr. Castle's investigations at the terminals which led to the Empire and Port Arthur Elevator and Consolidated Companies being fined \$5,500 for making false returns, is, however, on record in his reports to the department

of trade and commerce, and are generally accepted as sufficient proof of the charges of mixing and manipulation which have been brought against the present operators of the terminals.

## Mr. McKenzie's Statement

The statement submitted to the senate committee by Mr. McKenzie was as follows:

Mr. Chairman and members of the committee: In further reference to the statement that I have already made, giving reasons why the clauses under consideration should be retained in the grain bill, let me point out that the purpose intended to be accomplished by those provisions is to create a condition that would permit of the grain produced in Western Canada being placed on the consuming markets in the best possible condition, and in such a way that it will command the highest price in competition with grain from all other countries.

The position has been taken by those opposed to these clauses that if carried into effect their tendency would be to place obstacles in the way of the free handling of our grain. The objection to the present condition at Fort William and Port Arthur is that grain handlers from interior points also warehouse the grain at the lake front. I have already pointed out the peculiar position of the terminal elevators at Fort William and Port Arthur, inasmuch as they form a link in our transportation system, and that it becomes of vital importance that that link should be properly protected. Those opposed to the clauses contend that if their method of operation is interfered with, they will divert the grain which they purchase in the interior to other terminals. That is as much as to say that they will not submit to warehousing their purchases at country points in any other terminals than those owned and operated by themselves; if that privilege is denied them in Canada they will avail themselves of their own terminals at Duluth.

## Peavey Interests


Another point that has come out clearly in evidence is the value the large grain operators set on owning terminal storage, and it has been stated by the representatives of the Peavey interests that unless they owned and operated terminals they would not want to operate their interior elevators. It has already been pointed out that under present conditions the tendency is for the grain trade of the interior to pass under the control of the terminal elevator owners, and that undesirable situation is rapidly being realized, and no one will deny that that should be avoided.

One of the most outstanding features in the grain trade is the fluctuation in the price of wheat. There is no article of commerce in which there is so much

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Fluctuation in price as wheat, and there is no article in commerce that should be so stable in value. This very unfortunate situation is undoubtedly brought about by large monied interests securing control of terminal storage at large grain centres. It has been pointed out by the Peavey interests that they own large storage terminals at Chicago, Duluth, Minneapolis, Kansas City, Omaha, and perhaps other points, enabling them to accumulate large blocks of grain at these terminal elevators and to manipulate the market, working the option market of one point against the other.

## Relative Prices

Considerable has been said about the relative prices of northern wheat in Winnipeg and Minneapolis. In this connection let me point out that wheat, like horses, has a value according to its class. It would not be fair to compare the price of a draft horse with that of a pony, and the same difference exists between the value of northern hard wheat as compared with the value of soft wheats raised further south. Manitoba hard wheat has a special value for blending purposes, and should not be compared with other wheats which have not such value when speaking of prices. An attempt has been made to explain the difference between comparative values of wheat in Winnipeg and Minneapolis by pointing out the differences on the option markets in Chicago, Minneapolis and Kansas City. The real explanation is that in Minneapolis No. 1 Northern wheat forms the base price, while in Chicago and Kansas City, Kansas wheat, which never has the same intrinsic value as northern wheat, forms the base price. I attach hereto a statement showing the comparative prices of cash wheat in Minneapolis and Winnipeg during the year 1910, and also a statement showing prices at adjacent country points on each side of the international boundary line.

## Liverpool Sales

Considerable has been said about the relative value of Manitoba and Duluth

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