

## CO-OPERATIVE NEWS

(SELECTED)

### Maryland Produce Exchange

The Maryland Produce Exchange has twenty-five local shipping points along the lines of the New York, Philadelphia and Norfolk, and the Baltimore, Chesapeake and Atlantic railroads. At each of these stations is an agent who inspects and brands the grade of produce and reports to the head office which is at Olney, Maryland, the amounts and grades of fruit received. The manager, who keeps in constant touch with the markets, then directs to what points the fruit shall be shipped. The Exchange spends more than \$10,000 annually in telegrams regarding crops, markets and prices.

The capital stock of the Exchange was reported in 1905 at \$31,000. This was owned by the 2,500 farmers who sell through the Exchange. In 1905 a dividend of seven per cent. was declared and in 1906 a ten per cent. dividend. In addition to this a surplus was laid by for emergencies. The Exchange forwards annually thousands of cars of both sweet and Irish potatoes in addition to other truck and fruit. It is reported as doing an annual business of about \$2,000,000.

### Minnesota Farmers Organize

The first annual meeting of the Farmers' Grain Dealer's Association of Minnesota was held on the 17th of December in Minneapolis. Delegates were present from the various farmers' elevators in the state, and what is hoped will prove to be a permanent union was formed between the elevators. The beginnings of this movement originated in Minneapolis during State Fair Week in September, when representatives from among the farmers met and decided to call the larger convention in the hope that some such organization might be formed as already exists in Iowa, and which has been able to exert such powerful influence in controlling rates, terminals, insurance rates, and the grading and weighing of grain, and has extended timely aid to individual elevators in times of trouble.

There are now about 200 co-operative elevator companies in Minnesota while new ones are being organized every week. The president of the new organization is Burr D. Alton of Ceylon, Minnesota, who is also president of a farmers' telephone company, vice-president of the Ceylon Co-operative Creamery, and treasurer of the Ceylon Farmers' Elevator Company.

### Hartford, South Dakota.

A farmers' elevator company has been doing business for five years at Hartford, South Dakota, and is in a most thriving condition. During the last year they handled nearly 250,000 bushels of grain, though their storage capacity is only 20,000 bushels, and they paid out \$7,000 in dividends. Incidentally the company saved the farmers of the surrounding country more than \$8,000 in cash, by forcing prices upwards, and compelling the line elevator people, who have two elevators in this city to maintain a higher scale of prices, in their endeavor to drive the co-operative company out of business, although in nearby towns where there is no co-operative elevator their scale of prices is several cents per bushel lower. The elevator company also handled 1,500 tons of coal, which was sold below monopoly prices. They are planning to enlarge the capacity of the elevator so that it will hold 50,000 bushels, and it is predicted that the com-

pany will handle 400,000 bushels of grain in the present year, and save approximately \$30,000 for its patrons.

Shares in the company, par value of which is \$25, are now held at \$135, and some of them are sold at that price.

### Aurelia, Iowa.

The Farmers' Elevator Company at Aurelia, Iowa, is one of the best equipped in the state, and it is getting three-fourths of all the grain shipped from this point although there are over 250 farmers who market their grain at Aurelia, and but one hundred and thirty members belong to this company.

During the winter of 1906 the farmers began to ship their grain individually because of the unsatisfactory treatment they were receiving at the hands of the line elevator people. They found this to be more profitable to them, even allowing for the extra expense incurred in making individual shipments. Finally in the latter part of January, 1907, a call to organize a co-operative elevator company was sent out to the neighboring farmers. About 100 farmers responded and \$5,000 was subscribed at the first meeting, which was raised to \$7,000 before the week was over. After organizing they tried to purchase one of the local elevators already established at that town, but none of them were willing to sell, so application was made to the Illinois Central Railroad for a site upon which to build an elevator and after waiting two months for an answer they appealed to the State Board of Railway Commissioners. After a delay of another month they sent a committee to Des Moines to ascertain the cause of such procrastination, and they soon learned that certain members of the Board of Railroad Commissioners cared more for the interests of the three members of the Iowa Grain Dealers' Association who were doing business in Aurelia than for the interests of the 150 farmers who were interested in the Farmers' Elevator Company. After obtaining the aid of a Commissioner who was favorable to the co-operative movement, the Attorney-General, the State Binder and Governor Cummins, they succeeded in securing a site for the elevator, which has a capacity of 40,000 bushels and has been handling grain since the 16th of July.

### Bryce, Illinois.

The Farmers' Grain Company of Bryce, Illinois, was organized in October with 80 stockholders, holding 170 shares. The report for the year showed the total amount of grain bought to be 140,700 bushels which was sold at a gain of \$3,248.15. Coal to the amount of \$1,904 was sold with a gain of \$3,248.15. Coal to the amount of \$1,904 was sold with a gain of \$162. The net gain for the year, after all expenses were paid, was \$1,449. A dividend of .5 per cent. was paid on the stock.

No matter how "scarce" times are there are a few folks who are never laid off, nor are their wages cut down. These are the boys that make the wheels go round."—The Fra.

If you feel that the Guide  
Is just what we require,  
Don't forget it takes fuel  
To keep up the fire.