

C O P Y

January 24th, 1924.

The Canadian Pacific Railway Company
Department of Colonization and Development,
Office of the Chief Commissioner
MONTREAL.

WAE

Dear Mr. Oliver:

There has been a delay in forwarding you the promised memorandum, due first, to the fact that I was laid up for a few days and since my return to the office, have been very much pressed with arrears of work.

Regarding our discussion with reference to improving conditions in the West for the farmers:-

(1) Development Service. We have for many years, carried on through our Development Department, the work of breaking land and providing improvements for farmers, and several other organizations in the West have also undertaken to do development work of the same character. This has been done by employing tractors or horsepower in breaking and cultivation of the land and of course, in each case, the construction of buildings has been done under expert supervision and at less cost than was possible if the farmer undertook to do the work individually. However, I am free to say that the whole matter of developing farms in advance has not been satisfactory because we have found that, particularly with regard to the cultivation, if subsequent results were not what the farmer looked for, he would claim that it was on account of the way in which the land was broken, and this, to a limited extent, would also apply with reference to improvements.

(2) Proposed motor truck service. There is no doubt that throughout many districts in the West to-day one of the great difficulties that the farmer experiences is in the shipment of his grain long distances to railway transportation due to want of further branch line construction and as I intimated to you at the time of our discussion, were it possible to institute any trucking system which would deliver the farmer's grain, and at the same time, put him in a position to obtain what he wanted without having to go for it himself, it would be a good move - but the absence of serviceable roads in the prairie districts makes the whole matter of operating motor trucks a difficult one. When the roads are dry they can get about alright, but during the wet periods the roads are generally impassable for anything but horse vehicles.