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strongly from the east with a touch of north in it. But I shall be up to watch it at midnight."

That was the end of the conversation for the time.

Near midnight the wind changed rapidly. It veered fast towards the south; then there was a shade of the west in it at the stroke of 12, with the advent of 1810 it blew aloft south westerly. St. John's observatory report also states that the wind was in this direction.

"There's going to be a good year," said John Black, "especially if it stays there for a while."

During the next twenty-four hours there was very little change. What there was was in the direction of the west.

"That settles it," was the old-timers satisfied comment.

"The prospects are excellent." But remember the indications are only reliable in the districts in which they are observed.

"Remember also, that I don't claim to be a prophet, but forty-seven successive years' observations seem to be worth something."

BUSE.

(From our own correspondent.)

Mr. Dave Campbell and Mr. John Dunn and Miss Mabel True spent Sunday evening with Mr. Wm. Davies.

Mr. William Lawrence has gone to Manitoba on a couple of weeks' vacation.

Mr. Frank Knight and family have gone to Grenfell to visit relatives there.

Mrs. John Scott and children have gone to Manitoba for a visit with relatives.

John's Christmas dinner for his old bachelor friends was a huge success.

Mr. Frank Davey is taking care of Mr. Knight's stock for a couple of weeks.

We understand that Mr. Kerr is going to return to the old land in the spring.

Mr. Hugh Stamp spent Christmas day and Sunday with Mr. William Lackey.

We were very much disappointed that neither of our men were able to get in the council, but the bad weather kept many home.

We are pleased to see one of our bachelors setting the rest a good example which we hope they will soon follow.

Mr. Wm. Davey returned home from looking after his son's interests in Creelman.

We are sorry to hear of Mr. Joe Smith's illness. Mr. Chas. Scott is looking after his place.

PROPOSED ELEVATOR SYSTEM FOR MANITOBA

Grain Growers Present Plan for the Installation of System of Government Owned Elevators in Manitoba—Will Cost Three Millions.

Representatives of the Manitoba Grain Growers met the government representatives on Wednesday, and discussed the public ownership of elevators and presented to the government what they consider a definite solution of the problem.

THE MEMORANDUM
This is the full memorandum submitted to the government:
The provincial government would assume the responsibility of providing for the financial requirements in respect to purchasing the existing elevators or erecting new ones, or both.

It is not intended that the government should provide by the credit of the province, for any expenditure in connection with the operation or maintenance. The government would issue debentures payable say in forty years. This would not be too long a period since there is no doubt that the undertaking would be permanent and especially since the grain handled is intended not only to bear the cost of maintenance and operating expenses, but to provide a sinking fund as well, to care for debentures at maturity.

The revenue received through the operation of the elevators would be based on what would be sufficient to meet ordinary operating expenses, interest on debentures and provision for maintenance, for sinking fund or for both. Since the traffic is eventually intended to pay the initial outlay, the elevators would, as a matter of course, be exempt from taxation.

It has been estimated that three million dollars would provide new storage sufficient for the present requirements of the province. If the existing elevators were all purchased, on the basis of their actual value to-day, considerably less than two-thirds of that amount would be required. An additional sum for reconstruction would be necessary.

LEGISLATION
When legislation is passed, creating the system, debentures or bonds would be authorized on the credit of the province to that extent, i.e., \$3,000,000, and supplied as requirements would demand.

The revenue would come from a charge of one and three-quarter cents for receiving, cleaning and storing wheat, one cent for oats, and one and one-half cents for barley and two cents for flax, for first fifteen days, with an additional storage charge of thereafter of one-thirtieth cent per bushel per day. Under these charges the commission would bear all insurance costs. Other sources of revenue might be available.

The sinking fund created to pay off the indebtedness would be treated strictly as a sinking fund and not as revenue. For new elevators required from year to year such appropriations would be made as would permit of their construction when necessary.

THE COMMISSION
The commission would consist of three members to be named by the board of directors of the Manitoba Grain Growers' association, and appointed by the government.

Their term of office would be for life, consistent with efficient administration and good conduct.

In the event of a dismissal as hereinafter provided, or in the event of the resignation or death of any or all of the commissioners, the appointment or appointments to fill the vacant positions would be made in the same way as the original appointment was made, i.e., named by the board of directors of the association and appointed by the government.

ADMINISTRATION
The administrative work of the commission could be investigated and dismissed as in the case of the Manitoba Grain Growers' association, and appointed by the government.

(a) The conduct of the commission would be subject to investigation by the legislature, with power to the legislature by a two-thirds vote to dismiss a member of the commission.

(b) Where complaint supported by a statutory declaration is made to the executive of the Grain Growers' Association, which such executive is unable to adjust with the commission direct, the executive to submit same to the court of appeal of the province or three members thereof, to a member or members of the commission if such cause be deemed to be shown for such dismissal.

AUDITING
All accounting and bookkeeping of the commission, both at head office and initial points would be subject to the examination and report of the provincial auditor. The provincial auditor would not be required to vouch for disbursements before they had been made. His duty would be to examine the whole financial business of the commission and present at the end of each year for the consideration of the legislature, report and financial statement independent of the regular public accounts, the report setting forth clearly a complete summary of revenue and expenditure with the number of elevators erected within the year, the number

the grain, virtually, the protection of official government weights.

PRESENT PLAN

At the present time the railway company is obliged to deliver at the terminal the weight loaded at the initial point. The difference in weights between shipping points and terminals has also been very pronounced in the past. The individual shipper has had the slight resource, since, individually, he could do practically nothing against the railway company.

Under this method it would be the commission against the railway company, as far as weights were concerned, rather than the individual against the railway company, and with the accurate system of records that would be developed, the railway company could not escape the responsibility of delivering the amount of grain that had been given to their care.

The guarantee of weights and samples would permit of sales being made between local points, such, for instance, as for local milling requirements and for seed purposes—a thing which cannot satisfactorily be accomplished today.

When delivered at the initial elevator a shrinkage of at least three-quarters of one per cent. would be taken, and when loaded into a car an average of one-quarter of one per cent. would be loaded. This would provide against the slight loss which is bound to occur during handling. The proceeds of any surplus that existed at the end of the season's business would go into ordinary revenue.

STREET GRAIN

Provision for caring for what is known as street grain, could be made in the following way. Of the storage space available at any point, the necessary amount could be reserved for caring for this class of grain. Space would be leased according to priority of claim, at the discretion of the commission, to any person who wished to secure it. In no case would the operator of the elevator be permitted to act as buyer or solicitor of consignments, either for himself or anyone else.

The purchaser of street grain or his agent, would arrange the price with the seller. The grain would be weighed by the official in charge of the elevator, binned or stored in the elevator, and if the buyer was an individual farmer shipping grain, in all cases grain delivered at the elevator would be cleaned under directions of the owner and also binned under his direction. It would be weighed by the public operator, who would secure the official sample and keep the same under his control.

AS TO GRADING

It is not intended, nor would it be tolerated, that the local operator would have anything to do with grading. When the grain was entrusted to its care, the commission would guarantee to deliver to the owner or the purchaser, the grain represented by the sample their official had taken when delivery was made. A storage receipt would be issued at the elevator. This storage receipt would set forth the date of receiving, the net and gross weight and the particular bin the grain was stored in.

After completing delivery of the carload, the owner could, if he desired, surrender his storage tickets, and receive from the operator a warehouse receipt, showing the weight of grain he was entitled to, with other necessary particulars. The grain would at all times be kept insured when in the elevator.

The warehouse receipt would enable the owner to raise money on his stored grain. All charges in all cases would require to be paid before the grain passed from the hands of the commission.

A crushing plant could be installed at each point where farmers could have their crushing done at a nominal charge. This would entail very little additional expense and would add to the revenue.

RECORDS AND REPORTS

The commission would report at regular intervals to the government, full information as to the number of elevators in operation, number of employees, quantity of grain handled, revenue received, expenses incurred and generally all such information as might be deemed necessary.

The government would bring this down in a special report to the legislature.

(a) Sufficient travelling inspectors would be appointed by the commission to supervise the working of the elevators.

(b) Daily reports from the operators in charge of elevators to the head office.

Explanation A.—The duties of these inspectors would be to visit these elevators at irregular periods and report on a special card for that purpose as to the working conditions of the elevators, cleanliness, etc., also state the repair the machinery and elevator generally was kept in. Report any cases of dissatisfaction that might exist, and generally see that the work of the elevator was done in strict accordance with the regulations of the commission, and any information supplied that they want.

Explanation B.—The operator in charge of each elevator would report daily to head office the amount of grain he had taken into the elevator, the number of storage tickets issued, the number of storage tickets cancelled or destroyed, with their numbers, storage tickets surrendered or exchanged for warehouse receipts, storage tickets collected, grain loaded out, with

car numbers and amount loaded on each car, and generally all information that the commission might find desirable to secure, in order to have an accurate record of the business done.

OPERATORS

The employees and inspectors in charge of the elevators would require to be men of honesty and character. Before being eligible for the position they would require to give evidence that they possessed the necessary business ability and sufficient education to enable them to properly perform their duties. They would also be obliged to furnish a certificate of character from at least two responsible parties. They would further be required to take a declaration of office in much the same way that municipal officers have to do today. Any effort on their part to make gains for themselves through the operation of the elevator, outside of their stated remuneration, would constitute an offence punishable by fine, imprisonment or both.

Any attempt to falsify records would incur the same penalty. They would also be bonded by a guarantee company in proportion to the business handled. Such bonds in any case would not exceed two thousand dollars, and the cost of them would be borne by the commission.

RECORDS

The compiling of complete records of all transactions and providing penalties for infractions of the regulations of the commission would undoubtedly develop a system similar in effect to that found in an up-to-date civil service.

The operation of our large railway departments is now a system so fine that every possible event is provided for and there is no reason why the same results could not be achieved in the operation of a public system of elevators.

A system of promotions could be inaugurated, the idea being to retain the services of suitable men once they have been secured.

A certain part of the revenue might be set apart each year to provide a pension fund, or order that employed after the termination of a certain period of service, would have a yearly pension, the purpose being to secure the right men and keep them. The necessary legislation to be enacted into law at the coming session of the legislature.

OGILVIE'S

NOT OPPOSED

To Government Owned Elevators—Occupy a Different Position to Elevator Companies.

Winnipeg, Jan. 10.—The policy of our company has always favored the greatest possible freedom to farmers in the marketing and disposal of their products, and in so far as the present proposal that the government should operate a line of elevators is concerned, we have no objections to offer whatever, so long as it is conducted on a business basis.

This is the statement made by Mr. W. G. Black, general manager of the Ogilvie Milling Company for the west regarding the proposed public ownership of elevators.

"The rates, in my opinion, should be made so as not to exceed the actual cost, with due regard to the matter of depreciation, the necessary interest on the investment and a sinking fund."

"Country elevators generally are not now and never have been, in our experience, a commercial proposition by themselves, but rather a means of handling from the farmers to the cars in order to facilitate more rapid transportation, thus obviating blockade and the provision of necessary storage."

"Our company, however, is not interested in the same extent as the elevator companies, whose business is confined to the handling of grain for others, and buying and selling grain, whereas the matter of selection and accumulation for future use of grain of suitable quality for our milling requirements makes a line of interior elevators of our own a necessary adjunct to the business."

A new assistant homebased inspector has been appointed for the Humboldt district. Mr. A. Nurse, who has been appointed is one of the pioneers of the district and a man whose ability and integrity eminently fit him for this important position. He is well and favorably known here and while congratulations are extended to him, the government is to be commended for securing the services of so able a man.—Lanigan Mail.

Vancouver board of trade have invited Sir Wilfrid Laurier to visit that city this summer.

Minard's Liniment Cures Distemper.

PATENTS

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We protect the business of Manufacturers, Engineers and others who realize the advantage of having their Patents Promptly Secured. Preliminary advice free. Charges moderate. Our Inventor's Advice sent upon request. Stationer & Stationery, New York, N.Y. 100. Mouton & Washington D.C. U.S.A.

FRAUDS IN CUSTOMS

Will Be Interesting Revelations When Facts Are Published—Many Thousands Lost.

Ottawa, Jan. 8.—The Customs Department is now engaged in unearthing the frauds of the customs points in Manitoba, and full details when officially handed out promise to be somewhat sensational. The travelling agents, in view of the revelations at the Customs enquiry, is familiar with the graft in the Marine department. This graft, though practiced by men big and little in the employ of the Marine department, was continued almost altogether to the purchasing end. In the customs revelations, it will be shown that the fraud has taken place largely in the collection department.

Theatrical companies from New York and other American cities bring into Canada immense quantities of "paper" that is, bill posters, window cards, etc. It transpires that, with a few exceptions, no return has been made for probably \$5,000 or \$6,000 duty, supposedly collected on this stuff entering Manitoba. The duty on this class of imports is not paid by the theatrical manager resident in Winnipeg, but by the agents of the companies, and it will be seen that the customs department has a big task on hand in getting at the bottom of the shortage. The travelling agents are now scattered over the face of the continent, and it will be difficult to get their testimony.

The books show that there has scarcely been a collection at the customs office (not in Winnipeg I am assured), and some of the higher officials in Manitoba dropped on to the scheme of defrauding the customs through the disappearance of a bundle of paper that came under the notice of an honest official, and was seized during the midnight hours. Needless to say the duty on this was paid, but failed to further enquiry with the discovery of palpable evidence of fraud.

It is estimated that the customs' loss in respect to this paper alone is about five thousand dollars. "Paper" duty on an average will run about \$100 a week.

The department has had detectives on the trail of minor employees suspected, and it is believed that two or three arrests will be made forthwith. No names have been given as yet. The investigation in Manitoba has aroused the suspicion of the customs department, and diligent investigation of the efficiency and integrity of the customs staff in general will be made throughout the Dominion. There is scarcely anything easier in the line of crookedness than defrauding the customs, and it is there is any looseness or criminality anywhere in the country, the financial loss to the service might be enormous. There is a suspicion that the defrauding in Manitoba, on the part of the men suspected, may run into the tens of thousands. This does not take into account what favored importers may have saved.

Rumors have reached the department that customs officials are sometimes in the habit of receiving gifts from importers. Should the investigation reveal this sort of thing, and the cases are proven, on with go the heads. The minister is determined that the service must be both honest and efficient.

Election Granged

The first dispute over elections held under the new municipal franchise act was settled in the district court on Thursday by County Judge Haney, with the upholding of the election and declaring of the erstwhile defeated candidate as elected reserve force.

The dispute arose out of the election for reserve in the ward of the electoral ward of 218. The candidate was Frederick Facer, and Samuel Gower. On the night of the election the returning officer threw out the ballots for one subdivision, declaring them to be invalid. This left Gower elected by a majority of 23 and Facer appealed to the judge. When the case came before County Judge Haney on Thursday it was pointed out that the returning officer was acting in error when he threw out the ballots and the judges allowed them to be counted. The result of this was to upset the election of Gower and the declaring of Facer elected by 13 majority.

A Mix-up

E. L. Taylor, a Winnipeg travelling man, was brought to Saskatoon last week from Warman, much the worse of a mix-up with a liveyman at that place. He now lies in bed at a local hotel badly used up, but it is expected he will recover in a few days. Taylor, it appears, ordered a pig from the liveyman at Warman, and drove some distance in the country to be ready at a certain hour. The liveyman, however, was unable to keep his engagement at the time stated and told the former who, whereupon the liveyman, who was intoxicated, proceeded to mix it up, with the result that the traveller received a few cuts which he will carry for a while.

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