

and who is perhaps located near the railway:- it is the small struggling settler living perhaps eight or ten miles from the railway, who is absolutely dependent upon this street market who should be considered. - I refer to the man who drives in with his fifty or sixty bushels of grain and wants to sell it immediately - get his money, buy his supplies and get home again. Discourage the grain merchant with capital from keeping his buyer on the street, and you deprive this man of the means of selling his grain and getting his money. - To the man who desires to ship his grain independent of such buyer, the present law affords all reasonable protection and facilities.

The Clauses in the reply which is being sent you, in which the railways are more particularly interested are Clauses 1 and 3 of the complaint, and I feel confident that the Department will not agree to the changes asked for.

The first Clause opens up the big question to which the Railway Commission of both Canada and the United States have given so much thought, namely:- reciprocal demurrage, as that is what it really amounts to, and I think the knowledge and wisdom of those bodies can be depended upon to deal with these matters properly.

Clause 3 regarding duplicate samples at Winnipeg, I feel also sure will not be conceded. Other grain firms have for years used a portion of Mr. Horn's sample, and it is all they require. The Grain Growers' can do the same, but once you authorize two samples - either of which have the same authority in law - then you invite all sorts of controversy and weaken the validity of the Inspector's Certificate. I think nothing can be more dangerous than this, and I would prophesy if it was amended; an attempt on the part of the Grain Growers' to induce the Provincial Governments to establish Provincial Inspection in some form. Besides all this there is the detention to cars. - I can recall, when as Freight Agent in Winnipeg, we were first confronted with the proposal to inspect grain here; our Manage-