

ming grades at the initial, intermediate and terminal elevators. With all these advantages theirs, they can steadily under-sell competitors having no storage facilities until such competitors are driven out of business. They would then be in the enjoyment of a monopoly of the grain trade.

There appears only one practical way to prevent the creation of this monopoly and to free the trade from the many abuses consequent to the storage facilities being in private hands and operated for the advantage of the dealer rather than the convenience of the producer.

This is for the Provincial Government to create a complete system of government owned and operated storage elevators throughout the province by buying all the initial elevators that could be purchased at a fair valuation and supplementing them with a sufficient number of new ones to provide adequate government storage at every shipping point.

The new elevators would be constructed on a uniform plan with uniform sized bins for the more part, say one thousand bushels capacity, and the old ones re-modelled by sub-dividing the large bins.

They would be equipped with up-to-date cleaners so that the grain might be cleaned to grade requirements before being weighed and stored and the screenings returned to the owner.

The owner could thus supervise the cleaning of his grain, save freight on dirt and take back the screenings to be used on the farm for feeding purposes. They would also be equipped with scales for weighing in and out. Provision would be made for small lockers in which a sample of each load after being cleaned would be deposited giving a true sample of the contents of bins. A farmer presenting himself with wheat would be allotted a bin at a fixed rental per month or fraction thereof (with cleaning and insurance charges where cleaning and insurance were stipulated for). Thus no one would occupy space which he was not prepared to fill in a reasonable time.

A storage receipt would be issued for each load.

As soon as a bin was filled the operator would mail a sample drawn from the locker to the chief grain inspector who would issue a grade certificate therefor giving grade, weight per measured bushel, place of storage, number of elevator and number of bin. On the receipt of the grade certificate and on presentation of the storage receipts the operator would issue a warehouse receipt to the owner with grade certificate, weight certificate and expense bill for storage, etc., attached. Farmers having small lots could arrange for joint use of a bin.

No advance charges will have to be met before sale of grain.

The owner of grain being in possession of the complete documents could sell or consign his car. In case of sale he would receive settlement in full at once. In case of consigning or hypothecating to a bank he could secure a 75 per cent. advance on value of grain at his station. This advance could be secured, as is now done on "bills and inspection," at a 6 per cent. rate. Thus as fast as a farmer could store his grain he could realize 75 per cent. on the value, whether cars are there available for transportation or not, which would be an immense advantage, not only to himself, but to every business man in the country except perhaps the grain dealer who could no longer take advantage of a blockade to "cinch" the producer.

The fact that the elevators were used solely for purpose of special-binning grain and were entirely free from the control or manipulation of buyers would eliminate any temptation to give light weights, take heavy dockages, misgrade or change the identity of the stored wheat. It would put an end to the improper allotment of cars which now makes a mock of the Grain Act and street selling would soon become a thing of the past.

By appointing the operator as shipper's agent for "declaring intention and ability to load" as required by the Grain Acts the applicant for cars need never lose his turn nor need cars be allotted to those no longer requiring them.

A check upon unequal distribution of cars as between shipping points could be provided by daily reports from the operators received at the Department of Agriculture.

The advantages of having weight and grade at starting point are many.

The grain being officially weighed and inspected before being handed over to the railways they would become responsible without evasion for all shortage in weight and deterioration in quality in transit from shipping point to destination. Another advantage of having the weight and grade at point of shipment is that cars could be shipped to points either east or west of the point of shipment and sold for delivery to millers for grinding or farmers for seed purposes either in the West or Eastern Canada on either grade or sample without risk or fraud as the seller is protected by the official grade sample and weight in case of dispute and the buyer has recourse to the transportation company in case of discrepancy.

It is now customary in the case of shipments to North Bay to ship cars through the elevator at a cost approximately of seven-eight cents per bushel for the purpose of cleaning and obtaining official weights. This charge would be obviated by cleaning and weighing at initial points.

Again many types of wheat do not lend themselves to being classified according to their intrinsic value under the present grading system. Take for example plump frosted grain, bleached grain or grain slightly smutted. By being stored in a public elevator under control of a public official, official samples of grain of this class can be sent to presumptive customers anywhere making selling on sample practicable. Also a sample market could be instituted without making Winnipeg an order point by sending samples from bins to be exposed under official supervision in a sample room. Millers and exporters could buy from these samples and either send direct to mills or collect in special bins at the terminal elevators for export as sample lots.

The facility afforded by the system for securing of advances before the identity of wheat is lost and before transportation is available would tend to a more leisurely marketing, giving to the farmer longer opportunity to receive satisfactory bids and a greater ability to make the supply just sufficient to meet the active milling demand from month to month. In the long run the miller would not pay more for his wheat, but the speculator would have fewer opportunities to fleece the farmers at one time of the year and the millers at another.

With such a storage system, freed from the abuses of the present one, if the railways would give a reduction in freight rates from interior points to the Lake Ports from April to August, to in some extent offset the carrying charges, the periodic disorganization of traffic could be obviated.

As to cost. In any case storage has to be provided and paid for directly or indirectly by the grower of grain, whether it be in the shape of bins on the farm, farmers' elevators, company elevators, railway terminals or a government system. The government can finance the system at the lowest rate and operate at cost.

The Canadian farmer must meet the competition of the Indian ryot, the Russian peasant and Argentine peon in the world's markets. He can only do this by lowering his scale of living to theirs or creating a more economical and intelligent system of producing, classifying, storing, transporting and marketing his products.

The terminal elevators should be owned and operated by the Dominion Government that all manipulation of grain in the interest of individual dealers may be abolished and also that the loaning of stored grain belonging to the common stock by the railways or elevator officials for the filling of contracts by large dealers who are short of spot grain may be prevented. Some way must be found also, whereby the average quality of the different grades as shipped out from the terminals will be as high as the average quality of the same grades as they come from the farm when cleaned to grade requirements. The only hope is in government ownership and operation.