

# SASKATCHEWAN WEALTH PRODUCED BY CONVENTION AT THE CAPITAL

## DELEGATES FAVOR CENTAL AS BASIS OF WEIGHT

### VOTE ON MOTION TO DO AWAY WITH BUSEL SYSTEM OF MEASURING WHEAT RESULTS IN FAVOR OF CHANGE BY NARROW MARGIN OF SIX—PROMPT SETTLEMENT OF RAILWAY FIRE CLAIMS CALLED FOR—MORE RAILWAY AGENTS WANTED.

More Railway Agents. Messrs. Sanderson and Russell introduced resolution No. 5 asking for legislation to compel railway companies to place agents at points where not less than 100,000 bushels of grain are grown within a certain area.

While all appeared to be in entire sympathy with the principle of the resolution, some difference of opinion seemed to prevail with regard to its details and eventually an amendment by E. A. Partridge referring the resolution to a specially appointed committee was carried.

Motion 6, moved by Mr. Gates and seconded by Mr. Hawkes, approving the action of the Dominion Government in appointing a committee on the instance of Mr. Herron to inquire into the alleged lumber combine, was passed unanimously with little or no discussion, though Mr. Hawkes expressed his disappointment that the enquiry was not to be on the lines of the Grain Commission and carried.

## RECIPROCAL DEMURRAGE NOW UNDER CONSIDERATION

### STRONG FEELING IN FAVOR OF DEMURRAGE AS ONLY MEANS OF ENDING PRESENT INTOLERABLE CAR SHORTAGE ON THE PART OF THE RAILWAYS—LOADED CARS SHOULD BE FORWARDED AT RATE OF FORTY MILES A DAY.

Walter Simpson's motion calling upon the Dominion Government to enact legislation obliging railway companies to pay a demurrage of \$1.00 per day for failure to spot a car which results in their being unduly delayed, provoked a lengthy and highly interesting discussion.

Mr. Simpson said that reciprocal demurrage was the only means available to them to stop the present and regularly recurring car shortage which was costing farmers of the West so much. He understood that a box car could be turned out at a cost of \$700 and an engine for an outlay of some \$85,000 and 100 cars could be purchased. The C.P.R. had recently cleared 49 cars and over \$6,000,000 and by using two-thirds of that surplus for new rolling stock they could put 4,000 cars into operation with a carrying capacity of 8,400,000 bushels.

Mr. Fitzgerald, who seconded the motion, said the idea was to place the railways on the same footing as themselves with regard to cars. It was admitted that the one proposed were now being taken in the States.

Slow Travelling. Mr. Rennie (Rouleau) thought that the resolution did not go far enough, and that a further demurrage of \$1 per day for every day a car was left on the siding after he was loaded should be charged. He was loaded shortly to pay \$8 demurrage after loading a car in stormy weather. That car was loaded Dec. 21st and on Jan. 23rd he heard it was not yet unloaded at Port William. In fact he had only got the returns for that car the previous day.

Mr. Gates moved an amendment fixing a penalty for failure on the part of the railway companies to move the cars at a minimum rate of 80 miles a day.

Mr. Miller (Boissevain) suggested that 40 miles would be better, the same as they had asked for in Manitoba, and H. O. Partridge (St. Laurent) thought that it would be wise to harmonize with Manitoba in the matter.

## 37,000,000 BUSHELS OF WHEAT PRODUCED LAST YEAR

### WITH ONLY FIVE PER CENT. OF ITS ARABLE LAND UNDER CULTIVATION SASKATCHEWAN RAISED THIS AMOUNT, AN INCREASE OF 11,000,000 OVER 1905.

At the conclusion of his annual address President Hopkins stated that he had just received information from the Commissioner of Agriculture relative to last year's wheat crop. He appreciated the courtesy of the Commissioner in first conveying the intelligence to the world through the Grain Growers' convention. "You may be pleased to know that there were 37,000,000 bushels of wheat produced in this country last year, and you will be further pleased to know that this was an average of 20.40 bushels per acre, an increase of 11,000,000 bushels over 1905. We are progressing in this country. When I tell you today that there were 37,000,000 bushels of wheat produced and that we are only cultivating five per cent. of the arable land, you will only begin to see the possibilities of this country."

## CITY TENDERS SUCCESSFUL BANQUET TO VISITORS

### ONE HUNDRED AND FIFTY GUESTS ATTEND FUNCTION GIVEN IN HONOR OF GRAIN GROWERS—HON. W. R. MOTHERWELL OUTLINES GOVERNMENT'S INTENTIONS WITH REGARD TO AGRICULTURAL COLLEGE.

As a complimentary function to the visiting grain growers now in session here, the banquet tendered by the city at Marshall and Boyd's hall last evening was a distinguished occasion, representing as it did the foremost among the important figures of the event was the announcement of Hon. W. R. Mother-

well by referring to the importance of developing all branches of agriculture in the province.

With the toast to "Our Guests" was coupled the name of President Hopkins. He spoke of the dependence of one part of the community upon another and showed that if the farmers were prosperous all other industries would flourish. He advocated strongly the provision for higher educational facilities, and said he did not think that the Agricultural College scheme could be established too soon. He pointed out that the Government could acquire as good an education as they could get in any other province. There was a strong feeling of citizenship and he believed that it would pervade the whole of the new country.

E. A. Partridge was the next speaker to this toast and he touched a high key, calling for a higher citizenship than existed at present. He said that they were heading for the right goal. Their best thought should be directed to find out the best line of duty in their own lives. The greatest influence were those who were not ground down nor were cold-hearted from grinding others. The resolutions were read from His Honor Lieut. Gov. Forget, J. F. Bole, M.L.A., Hon. J. H. LaMont, Hon. Jas. A. Calder and Com. Perry.

The toast to the King was honored in the usual manner and that of the Lieut. Gov. by J. K. Kelso Hunter, singing "Rule Britannia" which was highly applauded. The Provincial Legislature was proposed by His Worship and was responded to by F. W. G. Haultain, Messrs. Langley and Ellis, M.L.A.

## Hon. F. W. G. Haultain.

Haultain referred to the delegates assembled as the fathers of Saskatchewan. Their work in connection with the grain elevators was hard, less important than that of the grain growers. The latter must grapple with the larger problems affecting the grain growers, and in this work he would lead in sympathy with the co-operation of his supporters in the House. He thought that the delegates were aware of their responsibilities and will do their duty in this respect. He was much in sympathy with the resolutions affecting better facilities for the handling of the grain trade.

Mr. Langley expressed his appreciation of the resolution and the assistance of a member of the legislature. He thought that all politicians needed prodding up to their duty and he believed that it was their duty to be the greatest industry of the country.

Dr. Ellis began where the former speaker left off by regretting the absence of Premier Scott whom he hoped would soon return to his duties as a government policy the public ownership of transportation facilities and the grain elevators.

Mr. Noble urged that this was not the first or second time that a car shortage had occurred. He pointed out that the C.P.R. was not doing their duty in this respect. He pointed out that the C.P.R. was not doing their duty in this respect. He pointed out that the C.P.R. was not doing their duty in this respect.

## Hon. W. R. Motherwell.

"Agricultural Interests" was the next toast, which was responded to by Hon. W. R. Motherwell. He greeted the delegates and spoke of the other colleagues away on that occasion. The speaker reviewed the history of the Grain Growers' Association with which he had been associated since its inception. He was sorry that he could not attend the convention as he used to, but he enjoyed the debates and hoped for the best results from their deliberations. He pointed out that the delegates and the determination not to let anything jeopardize the interests of the grain growers. He pointed out that the delegates and the determination not to let anything jeopardize the interests of the grain growers.

Mr. Sinton was pleased to see the delegates and the Grain Growers. They were all fighting for the same objects and must be united. He referred to the proposals for a further increase in the number of cars and he did not think that they would be disappointed.

Mr. Green complimented Regina for their progress. He pointed out that the delegates and the determination not to let anything jeopardize the interests of the grain growers. He pointed out that the delegates and the determination not to let anything jeopardize the interests of the grain growers.

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## DECLARATION IN FAVOR OF GOVERNMENT OWNED ELEVATORS

### BELIEVED SUCH A POLICY WOULD BEST SOLVE THE PROBLEM OF MARKETING WHEAT—BOTH TERMINAL AND INTERNAL ELEVATORS ARE REQUIRED.

From Morning Leader, Feb. 22. Grain Growers of the Province, the whole cost to be borne by the grain trade.

Mr. Green in support of the motion said that the car shortage problem was one that he had been looking upon for some time and that he looked upon the action advocated by the resolution as the only feasible solution of the difficulty.

Following Mr. Green, E. A. Partridge, of Sintulau, spoke at considerable length in support of the motion. He pointed out that the Province should operate elevators at all shipping points, equipped with the most up-to-date facilities. He pointed out that the Province should operate elevators at all shipping points, equipped with the most up-to-date facilities.

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that no space would be likely to be needlessly wasted. These elevators would be used merely for storage purposes and would not be used for anything else.

Regarding the question of cost, Mr. Green stated that the Government might be favorably considered as a desirable material with which to build the elevators. This would be done by the Government, and the cost would be borne by the grain growers.

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delegates... the idea as being altogether wrong in principle. It being urged that a poor homestead might be called upon to help bear the loss incurred by a prosperous farmer farming in a large way. Both the resolution and the amendment were stated to be primarily for the benefit of the farmer and the rancher.

Mr. Gates thought it would be unfair to tax land not in crop. It would, he said, be a simple matter for the government to get returns from the different districts as to the acreage under crop. He moved an amendment to the amendment that a tax not exceeding 3 per cent should be levied on all land under crop.

Mr. Baker said that the government report for last year with regard to the present government system of hail insurance showed a deficit of \$9,050 and the cost as being 16 1/2 cents per acre. The farmers were all ready to contribute whether they liked it or not to help insure through that deficit.

Taking the arable land at a low estimate at 33,600,000 acres, this at one cent per acre would give \$336,000. The losses last year totalled \$1,760,000 and last year as a basis would give a cost of 1-1/2 cent per acre. He did not believe they could have universal insurance at a low rate of taxation of the land at present under cultivation.

A. Hockey (Drinkwater) saw no reason why they should not insure against loss by frost, or drought, or anything else.

A. Hamilton (Indian Head) said he was in favor of municipalities voting individually and deciding whether or not they would adopt the compulsory insurance in the wide sense of the resolution.

A. Waddell (Weyburn) thought it would be good to adopt hail insurance on the principle set forth by Mr. Gates' amendment. It would not be fair to make one rancher pay the dayman pay. By all means, however, tax the speculators.

Much more discussion followed upon the same lines, the main objections being to the indiscriminate taxation of all land. Eventually Levi Thompson proposed that the matter should be referred to a special committee, and the convention at the request of the President having shown itself opposed to a special committee, this was done, a committee of six being appointed to draw up a report.

At the evening session this special committee reported and submitted the following resolution which was carried by the unanimous support of the delegates present:

Resolved, that this convention of the Saskatchewan Grain Growers' Association requests that the Provincial Government introduce legislation to levy a tax of one cent on all arable land, assessed lands not used exclusively for ranch or pasture purposes to be used to cover losses from hail storms.

(Continued on page 3.)

CLARK COVETS AMERICAN CUP. English Yachtsman Will Challenge if Sir Thomas Does Not.

NEW YORK, Feb. 23.—The report comes from Glasgow, from well-informed sources of yacht information that hence appearing from the other side for the American Cup instead of Sir Thomas Lipton.

It is said that Mr. Clark has definitely made up his mind to challenge, but that he will wait until the end of the coming summer to give Sir Thomas Lipton the chance to get in his fourteenth event of the latter being undetermined. This solution is said to be the Irish baronet.

Should Sir Thomas challenge and race and fall in 1908 to lift the cup, Mr. Clark will be the next to throw down the gauntlet to the New York Yacht Club.

Financial Statement of the Saskatchewan Grain Growers' Association for the year ending Dec. 31, 1906.

Receipts: Balance forward \$1,000.00, Postage 50.00, etc. Total \$1,050.00.

Expenditures: Printing 100.00, Postage, etc. 50.00, etc. Total \$1,050.00.

Doctors Tried for 8 Years to Cure me BUT I AM WELL NOW AND BELIEVE I OWE MY LIFE TO

Kidney-Liver Pills.

There is a remarkable cure described in this letter which should prove of vital interest to anyone suffering from derangements of the kidneys.

Mr. Dave W. McColl, Lombardy, Leeds Co., Ont., writes: "I desire to acknowledge the benefits I have received from Dr. Chase's Kidney-Liver Pills."

Dr. Chase's Kidney-Liver Pills are a remarkable cure for all kidney and liver diseases. They are a simple and effective remedy for all ailments of the urinary and biliary systems.

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