

THE GRAIN GROWERS' GUIDE

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VOL. 1

ADDRESSED TO THE FARMERS OF



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TO SUBSCRIBERS

We have recently had occasion to rectify many errors in our mailing-lists. Enough were found to make us feel that there may be more.

Wont you help us, if your magazine is not correctly addressed, or if you have failed to receive certain numbers, by sending us a postal-card stating that fact and giving (1) the present address and (2) the address as it should be? Address your complaint simply. "The Grain Growers' Guide", Winnipeg.

AS IT STOOD BEFORE

Decision of the Railway Board.

We publish on another page of this issue the order made by the Board of Railway Commissioners and a copy of the judgment of the Chief Commissioner in the matter of the complaint of the Hamiota Grain Growers' Association as to the extra charge of 1 cent per 100 lbs. for privilege of bulkheading a car and a specific charge of \$3.00 per bulk head for removing same in cars of grain in which there is a partition plank to keep different kinds of grain separate. The railroad companies at the time of the hearing applied for an order to have the practice discontinued.

The Board dismissed the complaint of the Grain Growers' Association and refused the application of the railroads, thus leaving the matter as it stood before.

The elevator interests usually take undue advantage of the man who is unable to ship direct because of his not

having sufficient to make a car load. To overcome that he divides a car into compartments at his own expense. This admittedly causes some delay at the terminals, and the Grain Growers are willing to allow fair compensation for any delay that may arise therefrom, but think the railroads should not take undue advantage of the necessities of the man who is unfortunate enough not to have a car load of one grade of grain to dispose of.

In all the conferences held in recent years between the Grain Growers, Grain interests, Railroads and Government officials, the representative of the railways attempted to play the role of protector to the small farmer—delighted to pose as his guardian angel. Their solicitude on those occasions for the man who had not enough grain to make car load shipments was pathetic in the extreme. Yet, when he endeavors to help himself to ship in car lots by making provisions to keep two kinds of grain separate in a car, they manifest their solicitude for his welfare by charging him an extra amount equal to \$9.00 per car for placing his wheat in the terminals.

It is worthy of note that the Chief Commissioner in his judgment attaches considerable importance to an opinion expressed by the Grain Inspector at Fort William in a letter written to the traffic managers of one of the Railways.

Had this government official been subpoenaed to give evidence at the hearing nothing could be said but we wonder why he thought it incumbent upon him to interject himself unsolicited into a controversy between the Grain Growers Association and the Transportation Companies or what difference it made to him in the discharge of his duty as inspector whether or not a certain system of loading cars entailed additional expense on the carriers and the elevators receiving the grain. In this connection it may not be out of place to direct attention to another official connected with the Inspection Department who in his perambulations—if current report does not misrepresent him—devotes the larger portion of his time in an attempt to stem the advancing tide of popular sentiment in favor of Government Ownership of elevators, and casting reflections on leading officials of the Grain Growers' Associations. The failure of the executive of the Manitoba Grain Growers to secure reduction in the extra charge in bulk headed cars is another illustration of the difficulty of improving conditions by regulations and emphasizes the necessity of vigorously pressing for having our storage facilities placed so that they would be used in the public interest and not as now a means of enriching a few at the expense of the farmer who is not in a position to ship a car load of one grade and who is fined heavily if he partitions a car at his own expense to escape the greedy exactions of a street buyer.

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