

Ottawa Platform Re-affirmed

Notice had been given of a large number of resolutions, and as many of these dealt with the same subjects they were referred to a resolution committee, of which G. H. Malcolm, M.P.P., was chairman, for consolidation and revision.

The first resolution reported by the committee was one endorsing the "Ottawa Platform" of December 16, 1910, of which notice had been given by Beresford, Birtle, Elm Creek, Cartwright, Salem, Valley River, Crystal City, Glenora and Gladstone branches. The resolution, re-affirming the whole of the platform laid down on the occasion of the "Siege of Ottawa," was enthusiastically carried, without a single dissenting voice.

Telephone Question Avoided

Mr. Malcolm said some resolutions had been received with regard to the new schedule of telephone rates. This was a question which might cause a somewhat heated political controversy, and he asked if the convention desired to deal with it. A few delegates said "yes" but the great majority said "no" and it was agreed not to deal with the matter at the convention.

Reciprocal Demurrage

Frank Simpson, of Shoal Lake, moved, and Mr. Dalgleish, of Grandview, seconded:

"Whereas, under the terms of the Manitoba Grain Act, twenty-four hours only are allowed to the shipper or consignee in which to load or unload a car of produce, after the expiry of which the railway companies charge a demurrage of one dollar for each twenty-four hours or part thereof, and

"Whereas, empty cars often stand on the siding for a week or more without being spotted for the applicant, and

"Whereas, cars when loaded and billed are allowed to stand on track sometimes for a period of ten days and even longer without being moved forward, and

"Whereas, cars of grain and other commodities after shipment are very often delayed in transit so as to take from four to six weeks in making a journey of from 200 to 600 miles, thereby causing extensive, deplorable and unnecessary loss to the shipper.

"Therefore, be it resolved, that in the opinion of this convention it is necessary and imperative for the welfare and protection of the shipper and consignee that a demurrage of one dollar per day should be chargeable against any railway company which first fails to supply and spot cars for the applicant within six days of the application, and that any railroad company which fails to move forward to its destination any loaded and billed car at an average rate of fifty miles per day from the day such car is loaded to the day it is delivered shall be charged \$5 per day in favor of the shipper for each and every day, or part thereof, occupied by such car in excess of the time necessary to make fifty miles daily, and that the amount in each case shall be deducted from the freight charges against such car.

"Also, that our executive bring this before the proper authorities and take joint action with any board of trade or any other parties in endeavoring to have the law so amended."

In moving this resolution Mr. Simpson pointed out the enormous losses which farmers were sustaining through the failure of the railway companies to furnish cars, and said that a reciprocal demurrage law would be very effective in compelling them to maintain sufficient rolling stock and other facilities to handle the traffic.

The resolution was supported by delegates from Crystal City and Elm Creek, and was carried unanimously, the only objection being taken by David Mair, of Hamiota, who said if a reciprocal demurrage law were passed it might be used by the farmers to "get back" at the railway companies by waiting till the elevators were full and then ordering more cars than the company could possibly supply on short notice.

Western Freight Rates

H. L. Montgomery, of Deloraine, moved, and Josiah Bennett seconded, the following resolution:

"Resolved that we endorse the action of the Winnipeg Board of Trade in their



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effort to secure reduction in Western freight rates, and that we instruct our executive to co-operate with all bodies seeking reduction in freight and express rates, and take steps to prepare a case to lay before the railway commission."

The resolution was carried unanimously.

Through Rates on Grain

R. McKenzie moved, seconded by J. Bowman, Huston:

"That we view with satisfaction what has already been accomplished in securing reduction of freight rates on grain in bulk, to points in the United States, but regret that these rates only apply to grain for export. We would therefore instruct our executive to bring all possible pressure to bear upon the railway companies to make the necessary application to the Interstate Commerce Commission to allow of these rates applying to grain intended for consumption in the United States and further that they seek the co-operation of the federal and provincial governments."

Mr. McKenzie said that on December

26 the representatives of the Grain Growers of the three Western provinces met at Regina and sent a strong resolution to the railway companies asking them to establish through rates on grain to Minneapolis and Duluth. As a result the railways made application to the Interstate Commerce Commission of the United States on December 29 for permission to establish through rates to these points on wheat and oats equal to the rates to Fort William and Port Arthur, and that application had now been granted. The rates applied, however, only to grain in bond for export. There was a large amount of wheat in the country which could be used by the Minneapolis millers, but the present arrangement would not allow wheat shipped under the through rates to be milled in the United States and the consequence was that a large quantity would be spoiled and wasted. He could see no reason why the railways could not carry wheat to Minneapolis for consumption at the same rate as to Duluth for export. It had been reported from Wash-

ington that the reason the through rates had been made to apply on wheat for export only was because of the objections of the Canadian millers, and a protest should be made by the farmers against this restriction.

The resolution was carried unanimously.

Sample Market

Resolutions in favor of the establishment of a sample market had been sent in by Elkhorn, Huston, Swan Lake, Valley River, Pierson, Birtle, Carman and Elm Creek branches.

John Kennedy was asked to open the discussion and said that although the loading platform and the system of car distribution, which the Grain Growers' association had secured for the farmers, had saved them from 10 to 20 cents a bushel on millions of bushels of grain, still even when they got the price of the day they were getting about 10 cents a bushel less than the intrinsic value of their wheat. Compared with prices at Minneapolis, there was first the visible difference, which a few days ago reached the limit of 15 cents a bushel on Nos. 1 and 2, and 13 cents on No. 3, and there was in addition an invisible difference owing to the different grading standards, which also amounted to several cents a bushel. The fact that Minneapolis millers were able to pay so much more for wheat than the Canadian millers and still sell the flour for the same price at Liverpool, was a proof that the Canadian farmer was not getting the intrinsic value of his wheat. Under the present system of selling by grade, all grain of a certain grade was sold at the price of the poorest grain of that grade, and wheat which just missed the next grade above brought only the same price as wheat which barely met the requirements of that grade.

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IMPORTANT DATES

Canadian National Live Stock Association Meeting, Ottawa.....	Feb. 12-13
Manitoba Agricultural Societies' Convention—Farmers' Short Course in Agriculture, Provincial Seed Grain Exhibition and Short Course in Home Economics at Manitoba Agricultural College, Winnipeg.....	Feb. 12 to 17
Saskatchewan Grain Growers' Annual Convention at Regina.....	Feb. 14 to 16
Winnipeg Poultry Show.....	Feb. 15 to 22
Manitoba School Trustees Convention at Winnipeg.....	March 5 to 7
Manitoba Winter Show and Live Stock Associations' Annual Meetings at Brandon.....	March 4 to 9
Saskatchewan Provincial Winter Fair at Regina.....	March 11 to 16
Alberta Provincial Spring Show and Auction Sale of Pure-bred Cattle at Calgary.....	April 8 to 12
Calgary Summer Exhibition.....	June 28 to July 5
Canadian Industrial Exhibition at Winnipeg.....	July 10 to 20