

"How?" I asked.
"Simply by making a rule that they are not to buy car lots on track except where they have a salaried

buyer. If they break the rule we fire them out."
I said to him "I don't see it yet. I don't see why I can't go to a farmer

in Morden and buy three cars of wheat from him and sell it at market price and make a profit if I buy right."

He replied, "You can, but you have to sell through a member of the Grain Exchange and that is just what we want you to do. That's just where we get our cent a bushel. But you can't get cars to buy more than two or three in a season and that doesn't cut any figure anyway."

I said "I see the difficulty about cars but I don't see why I have to sell through a member of the Grain Exchange. Why can't I sell to a miller?"

"You can sell to Ogilvie or the Lake of the Woods but you can't get a price from them, they are right with us."

"Why can't I ship to Fort William and sell to an Eastern miller?"

"You can if you get a cargo and a miller to buy, but the amount you could handle in this way doesn't cut any figure."

"Well, why can't I dispose of my wheat at Fort William just as you do? How do you sell yours?"

"Oh", said he, "That is easy. The exporters won't buy from any one except the members of the Grain Exchange. They are members themselves or work with us. You see the Grain Dealers' Association controls the buying and the Exchange controls the selling and we cut the independent buyer off just like that" and he worked his first two fingers like a pair of scissors.

I said to him, "I think I see it now; it's lack of cars that stops the buying and it's lack of export buyers that stops the selling."

He answered, "Of course, isn't that what I have been telling you all the time. You can't buy and you can't sell. I think that beer went to your head. You don't seem to grasp the idea."

After a little reflection I asked, "Isn't the Grain Growers Grain Co. going to make you go some?"

"Do you mean Partridge's Co.?" said he. "His name ought to be 'Goose.' He doesn't know any more about the grain business than you do. By the time he has lost all the stock holders' money he'll be educated enough to go into the grain business himself. He can't do any better than you can do; he has no market and he can't sell."

"Well" said I "when Jim Hill gets his road built and the G.T.P. is running there will be lots of cars and, if the farmers form an export company, you will be out of it, and if I go into it I will lose my money."

"There may be enough cars some day," he said, "but, mind you, it isn't in the interests of the railroads to have a whole lot of cars lying idle most of the year, and as far as the farmers forming an export company is concerned they don't know enough. They would have to get a man who knows the business to run it."

"He would want a \$5,000 salary and the farmers would think he was making money too fast and would bounce him and put Partridge in his place at \$125 a month. H—I will be frozen over before the farmers have sense enough to form an export company. They are trying to fix us with grain acts and regulations. They can regulate all they like, we have them right where we want them. The C.P.R. and the C.N.R. are right with us. We have the exporters, the bankers and the insurance men, and you'll make the mistake of your life if you don't go into the grain business with me and be one of us."

I am not going into the grain business, but I certainly got an eye opener on the way they do things in the grain trade.

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For sale—The Hudson Bay Co.'s Fort and Farm at Langley, British Columbia (the first white settlement in the Province). This historic spot is now on the market for the first time in nearly 20 years, and is offered at a low figure to close an estate. The farm comprises about 165 acres, and includes some of the best town lots in the village of Langley, of which it forms a part. Most of this 165 acres is cleared, and in cultivation, a portion of it being probably the richest land on the Fraser Valley, raising every year heavy crops of roots, grain and clover. The Episcopal church, general store, blacksmith's shop, hotel and butcher shop are built on what was originally part of this estate, and are all within a stone's throw of the farm house, which was at one time occupied by the Hudson Bay Co.'s Factor. The school is only about five minutes' walk from the house. The Government wharf and steamboat landing is on one corner of the property (four steamboats daily). The buildings include seven-roomed house, and large new wood-shed, two barns, horse stable, sheep sheds, cart sheds, chicken houses, store, piggeries, and all the usual buildings, which although old, are all in good condition. The house and most of the buildings, which occupy the original position of the old Fort, are built on a small eminence, commanding a magnificent panorama of mountain and river scenery. The position of the farm, either for convenience as a farm, or for a beautiful location as a residence, is absolutely unique in this province, besides which its historical associations with the early history of British Columbia cannot help but give it an added value in the eyes of most people looking for a desirable home. There is a small orchard, fully bearing, of choice fruit, and about 50 acres of the property is particularly adapted to growing tree fruits, such as apples, pears, cherries, prunes, etc. There is about 25 acres of bush, which will supply firewood and timber for building almost indefinitely. The main road runs on two sides of the farm, which also has a frontage on Fraser River of about three-quarters of a mile. The property is rented but possession can be given on March 1st next (1907), by giving tenant three months' notice, to expire on that date. For further particulars apply to Hove, Graveley and Co. Ltd., 322 Cambie St., Vancouver, B.C.



NOTICE FOREST TREE PLANTING

OVER 7,000,000 forest trees have been sent out within the past five years by the Department of the Interior to farmers on the prairie and planted according to instructions. Of these over 85 per cent. are living now.

The Department is prepared to further assist settlers in this work, but in order to do so it is necessary that application should be sent to the Superintendent of Forestry at Ottawa, as soon as possible by those desiring to have their land examined next season.

These applications will receive attention according to the date of their receipt, and all applications for inspection next year must be in by March 1st 1907.

Simply write a few lines without delay, stating that you wish to make application for trees, and giving your name and post office address, and regular forms of application will be sent you.

For further information apply to the undersigned at Ottawa.

E. STEWART.

Superintendent of Forestry.
Department of the Interior,
Forestry Branch, Ottawa.
November 10, 1906.

If you are doing an Agricultural, Ranching or Commercial business, advertise in the Farmer's Advocate.