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Saskatchewan

This section of The Guide is conducted officially for the Saskatchewan
Grain Growers' Association

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Will you please send us a list of the secretaries, and their addresses, of the Local Branches of the G.G.A. throughout the Province of Saskatchewan, by return, if possible. Enclosed find cheque for \$5.00, payment for the same, as per your favor of the 2nd inst. Regarding the matter we wrote you about on the 30th ultimo, to which you replied, regarding your not having mentioned us as lumber dealers that were willing to sell to farmers in car lots at the same prices as to dealers. Would state that we are very ready to sell to the farmers at just as low figures as to any dealers, and we have been doing this for the past three years. We not only make lower prices to the farmers than they get from their local dealers, but supply them with much better material. Hoping to be favored with the list without delay.

McCOLLUM LUMBER CO.
11 Dundurn Place, Winnipeg.

Farmers, note the above. It may save you dollars.

Enclosed find cheque for \$25.00, being amount due Central Association for fifty members for 1913. Kindly acknowledge receipt.

A. E. STEELE,
Sec. Ruddell Assn.

The above may not be interesting to some, but do likewise and it will be.—F.W.G.

Enclosed you will please find the minutes of the first meeting ever held in this community by the farmers. Some of the farmers in this locality are at present, or have been in the past, members of some Branch of the G.G.A. and have seen the advantages gained by being members of the Association, and the Branches being so far away, they have persuaded the rest to join in and establish a Branch among ourselves. Most of our farmers are not grain growers, but go in for mixed farming and some almost to ranching. The country is rough and is dotted all over with willow bluffs and bush. Settlers first came in here in a bunch, as you might say. Almost every quarter in this township is taken and more than half the farmers are living on their respective homesteads. We came to the conclusion that we could start with at least ten members, with a possible chance for more later. I was asked, or appointed, to ask you for information on the subject as how to start, what to expect and how to proceed, and ask you to send me about 12 membership tickets. We would like to know what would be required of us by the Central Association and what are the rules laid down for the members. In other words, we want tickets and information on the subject. We would like to hear from you as soon as possible, so as to enable us to have a meeting before threshing begins.

A. H. WOODS.

Arelee.

A. H. Woods, Esq.:—I was real pleased to get your letter of Aug. 28 saying the people in your vicinity had held a public meeting with the object of starting a Grain Growers' Association. You may rest assured you will be heartily welcome as a part of the great Grain Growers' movement. There can be no doubt if the farmers in your district, together with their wives and sweethearts, would meet in regular public meetings such as our Association conducts, and there discuss the problems which confront you people in your own immediate district as workers in the great agricultural industry, then consider the relationship of your district to other districts similarly engaged and broaden out into the consideration of these problems affecting you

as citizens of Saskatchewan, then the relationship of Saskatchewan to all the other provinces which form the great Dominion of Canada; then the relationship of Canada to the great confederated body of nations, young and old, which form the British (the greatest) Empire on earth, consider if in the great part it has played and is playing amongst the nations of the world. Consider the message or evangel this great empire has to proclaim. Consider the characteristics and ideals embodied in her citizenship; what is the best expected of each individual citizen owing allegiance to our common flag? Then remember that you are an individual factor as much responsible for what is as any other individual forming a part of this empire. Then revert to your little community Association, which is just one of 700 throughout this great province of ours meeting regularly discussing all the various problems relative to the different functions of our constitutional form of government, and the great world's work in which we are engaged. And I think the more you think and the more you work the more advantage will accrue to each of your members and the more useful will your local organization become to the Central body, which has no power except that generated by such bodies as yours. Never forget to take with you the women of your district. Give them an equal place. Consider well what they say, for every burden that is borne by our common humanity falls just as heavily on our women as on our men. Our mothers, our wives, our sisters and our daughters share the load equally with our men. They have as much intelligence, they have as great a right, they have as keen a wit and as good sound sense, and ordinarily more so, than the ordinary man.

Read carefully the literature we are mailing you. Elect officers and send in fees as per constitution. Follow along the lines you started and keep your mind on what is herein contained and ask for any further instructions you may require. Yours truly,—F.W.G.

I AIN'T DEAD YET

I've knocked around amazin'
In this world of storm and calm,
And I've had some hard old battles,
But I've kept a-plodding on,
And my spirit's just as cheery
As it ever was, you bet;
O, I've had my tribulations,
But I ain't dead yet.
I've seen a heap o' changes
In the country round about,
And my old time friends and neighbors
Is most all a-dyin' out;
But I guess I'm tough and hearty,
And the time for me ain't set;
I've seen my friends a-leavin',
But I ain't dead yet.
But sometimes I git to thinkin',
As I'm settin' by myself,
But there's a reason for it,
Why I ain't laid on the shelf;
There might be some little service
That the world would never get,
If I was taken from it,
So I ain't dead yet.

And so I'll keep a hustlin'
With all the might I've got,
And I'll plant a few more posies
In the old world's garden spot;
And though I'm old and fogey,
I won't set down and fret,
But I'll show the folks around me
That I ain't dead yet.
And when I git up yonder
Where eternal flowers bloom,
And stand among the thousands
All around the great white throne,
Then I'll say to them around me,
Even though we haven't met,
"Why, this beats all creation,
Fer I ain't dead yet."

—Rev. Robert E. Cairns.

STATEMENT MADE TO GRAIN COMMISSION, AT WINNIPEG, SEPT. 2, BY F. W. GREEN

Gentlemen:—Some changes suggested are made with a knowledge that they would demand legislation, consequently could not be applicable for this fall. I would first suggest the word "Seed" be erased from Sec. 152, thus giving absolute freedom of elevator construction and shipment at interior points.

Re Special Binning, as per Section 162. I would say, when farmers enter into a contract with the elevator operators as per this section the elevator man agrees to put all the farmer's grain into a special bin and guarantees to deliver it all into the car to the farmer's orders on payment of the elevator charges. If the elevator man delivers either more or less into the car than he received from the farmer there is a plain breach of contract and the elevator man and not the farmer should be held responsible for all loss as a consequence. A very elaborate set of clauses are inserted in the Act intended to safeguard the identity of such special bin grain, which is absolutely useless unless enforced. There is no use attempting to maintain the effectiveness of the agreement by a system of sample boxes unless the identity of the sample was jealously preserved. Neither is there much use of such carefulness to preserve the identity with gross carelessness exercised regarding the weight.

Dr. McGill—Would you make no allowance for accident?

Mr. Green—No, elevators should guard against accidents and be held responsible for any accidental mixing.

Your Board has stated you have no powers over the weights or weighing machinery. This is very peculiar, as it is admitted scales at elevators are subject to many accidents and influences. The Board has intimated that a very large percentage of them are unreliable. Why, then, try to compel farmers to accept their weight as a final adjustment as to quantity?

Dr. McGill—It is a matter of law. We have not the power to interfere. Scales are under control of the Inland Revenue Dept.

Mr. Green—Section 175 of the Act sets forth that the Board have full authority over all books, records and papers pertaining to the operation of elevators as well as all scales and fixtures.

Dr. McGill—There is no use to go on arguing that. It is a matter of law.

Mr. Green—Well, we are ready to co-operate with elevator interests to secure such changes in the law as will give power to this Board to see that interior elevator scales are kept in proper working condition, for it does seem unreasonable to compel farmers to take as final, weights from scales over which no provision is made for satisfactory settlement of disputes that may arise. And particularly in view of the car shortages. Not only are scales liable to get out of order, but to be tampered with. I have here a pictorial description of a little instrument not an inch long, which can be carried in the vest pocket and used on scales. It is called a shrinker. Several of them were found by the officers of the Railroad and Warehouse Commissioner of Minnesota on scales where they had been left by mistake and while I would not charge Canadian elevator operators with attempting to use such diabolical contrivances to defraud, still, the fact that the State Commission of Minnesota thought it of such importance as to issue this pamphlet shows the necessity for watchfulness.

Re car distribution—There is no doubt there is much difficulty in administration of the car order book as the law is at present. At some points there are honest elevator men who give general satisfaction, where the majority of shippers are satisfied to take weight and prices offered, selling out

right each wagon load and taking cash ticket therefor. At such points most of the cars are required for and by the elevators. Other points use the loading platform to the fullest possible extent, while at others the elevators are used and the special binning privilege almost absolutely, and again at others the grading in plan is adopted. The various plans more or less are interspersed at all points, necessitating different methods of car distribution. The agents are judge and jury, interpreting the Act according to their own sweet wills, and each is as diversified as their countenances, the gullibility of the shippers and knavery of elevator operators. Personally I favor a proposition suggested by Mr. Peters before the Select Committee of the House in Ottawa, in 1906, to consider the Royal Commission report, which was to place as many cars as possible at the loading switch for platform loading as could be spotted as per the car order book and divide balance of available cars between the elevators in proportion to the grain in store; the grain exchange to agree that the spread between street and track should not exceed 3c per bushel. The exchange were willing to agree to this at that time and perhaps they are today.

The Commission could order platform extensions according to requirements. Then, in addition to this, Sections 183 to 188 inclusive should be made to apply to country elevators, so as to absolutely prohibit trading in car privilege.

Prof. McGill—Have these suggested changes been submitted to the Local Associations or your Convention? Mr. Green replied they had not, and agreed to send the Commission a written copy of his statement and suggestions in order to avoid further detailed description verbally.

C. A. Dunning, of the Saskatchewan Co-operative Elevator Co., said that if they had to adjust for both shortages and overages they would have to stop special binning. They tried to overcome the possibility of human crookedness, but they were not proof against the possibility of error.

Mr. Green pointed out that there were over 2,000 elevators in the province of Saskatchewan; only approximately 200 operated by the Saskatchewan Co-operative Elevator Company, and it is questionable whether the operators of the other 1,800 were sufficiently regenerated or so thoroughly converted as to warrant giving them an absolute free hand in this matter. Mr. Green then proceeded to suggest a reduction of terminal elevator rates, pointing out that on several occasions the Grain Growers' Association had asked for such reductions. Could 1/2c per bushel per month reduction be secured the price of all grain shipped after Dec. 1 would be enhanced 2c per bushel. Last year, when Mr. Watts asked for a reduction the Board had said after a year's trial by the Grain Growers' Grain Co. running a terminal, they would be in a better position to recommend what reductions would be advisable.

Dr. McGill—They have not yet rendered their report.

Mr. Green—Well, should their report be favorable to such a reduction, are we to consider all the elevator men opposite are willing to accept the proposition for reduction (Mr. Lannigan in the bargain)? If so, we shall anxiously await the Grain Growers' Grain Company's terminal elevator report.

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