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GRAIN COMMISSION MERCHANTS

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517 Grain Exchange

WINNIPEG, Man.

MR. MILLAR'S DEFENCE OF THE COMBINES

(By J. G. Moffat, Souris.)

Champions the Combination of Line Elevators, Railroads and Bankers' Associations who stood so solid together last season at Ottawa.

The idea of taking away from the farmer the privilege he now enjoys of loading his grain over the loading platform seems to worry Mr. Miller to a great extent, and in place of giving the Grain Growers' Association any credit for the good work they have done, he seemingly would like to tear it all down. First he refers to a circumstance that happened at Indian Head in which one farmer had to pay one-half of one cent more than he would have to pay if the elevators were allowed to make such charges as they saw fit. What can be proved by taking one single point out of hundreds? As a matter of fact we have about 60 Farmers' elevators throughout the West, and the legislation passed last session will prevent the all-powerful monopoly making certain charges at these points, until the Farmers' Elevator is put out of business; and then go back to the old game just as they have done in the past, to the farmers' sorrow at many points.

Surely our friend will not attempt to say that the above facts are not correct. If he does, we can get reliable farmers by the score to offer sworn testimony in proof of our contention. Our friend says a farmer should be able in one winter's study to learn how to ship his grain; that the intelligence of the farmer should be much higher than it is, and that the farmer must be equipped before he can protect himself, and that no change in system will give him relief.

Apparently Mr. Miller, they look like a hard bunch to deal with. Right you are, Mr. Miller, and I am with you. You admit the evil did exist and still does exist, but how are we to remedy this evil. Well, if you will give us the assistance you are giving the other fellows, and jump right in and help us, if we all stand together we must win. There is only one way we can be beaten and that is by dissension among the farmers. Now we have got this combination guessing as they never did before, and you had better assist us to keep them on the run.

Your idea that one-half of the 500 shipping points may be getting fair treatment is no doubt an honest opinion, but it is evident that you are not familiar with conditions at those points, or you would think otherwise. If you believe I am wrong on this point, I would suggest that the "Grain Growers' Guide" ask the farmers at all shipping points to report on same, and you will find that such is far from being the case.

As to the good results of our near-approaching rail-

way system: so far it is a dismal prospect. It is certain that the millenium is not in sight yet. For instance, the British North American Elevator Company, and the Port Arthur Terminal, Elevator Company control mostly all the Canadian Northern system, and we are told that it is the same company divided into two names in order to evade the provisions of the act dealing with warehousing of grain. And we are told that the same Company is likely to get the Grand Trunk Pacific terminals as well. You must first break the combination that exists between line elevators, terminal elevators, the large milling firms and the railroads. Their interests are all identical and in common with one another by the stocks they hold, which makes them co-partners.

In regard to your examination of the government elevator craft, I must say that if you have not examined it any better than you have examined the oil system you are not in a position to criticise it. That the three provinces should pass unanimously on the new system, and that the inter-provincial council should approve of the action, in the name of common sense can they all be mistaken? If so it is a mystery to me.

In so far as your kind action to charity is concerned, if you did not know you should know that the Old Country prices stand for nothing this year, and if you did get export figures based on Old Country prices you then did not get the value of the grain by 5 to 10 cents. Reference: take the "Corn Trade News and the Old Country Miller" so ably set forth by the "Grain Growers' Guide," which clearly shows up what actually did take place: August 25th, Australian wheat, \$1.15, Manitoba wheat, \$1.24 2-5. November 3rd, Australian wheat, \$1.20, Manitoba wheat \$1.16 2-5. Australian wheat made 5 cents, Manitoba loses 8 cents.

The above condition was brought about by manipulation, and as a result we have been taking less than the value of our grain. So you see that if you did get all that was in your grain, based on export price, you did not get the intrinsic value of your grain. So that there is nothing in your challenge; but I mean to show you in the following that we are not getting the value of our grain. An illustration: on November 10th, 1908, No. 2 Northern was worth by Winnipeg quotations \$1.00. Lyleton freight rates and commission amounting to 10 cents, making track wheat at Lyleton on the above date worth 90 cents. On the same date 2 Northern sold at Hansboro, N.D., in bonded elevator street price, 85 cents. Same wheat which graded 2 Northern in bonded elevator. North Dakota, would grade in Lyleton or Winnipeg 3 Northern, which would make track prices in Lyleton 88 cents. On the same date the same wheat under American inspection graded 1 Northern and is sold street price 99 cents, showing that the Dakota farmer got 5 cents a bushel more than we got at track price. These facts can