realized on the quantity handled and no doubt the other dealers made the same profit. And what is more, it is safe betting that some of the farmers who had contributed a share to that abnormal profit were not able to pay their accounts to the business men of Stettler. If the storage was under Government control and operated in the interests of the people, many thousands of dollars would go to the betterment of conditions in that district that now go to swell the coffers of men who do not need it.

The experience, then, is a repetition of what is going on all over the West; yet, in the face of that fact, which is obvious to all, who, like Glen, give the question an impartial study, some of the leaders of the Alberta Farmers' Association would countenance a move that would destroy the usefulness of the provisions of the Manitoba Grain Act that gives the farmers an opportunity to evade the greed of the owners of interior elevators.

ELEVATOR CAPACITY

Interior elevators in three provinces	42,871,000
Ontario terminals (Kewatin and Lake Front)	20,152,700
Total	63,023,700
Grain in store in terminals, April 30th	9,665,830
Wheat in store in Interior elevators, April 30th	12,511,000
Total	22,176,830

Leaving approximately two-thirds the space now available empty at a season of the year when the heaviest demand is made on storage.

While we have already three times the space needed to take care of the crop, indications are that the capacity of the elevators at Fort William and Port Arthur will be increased this season by six or eight million bushels and that 300 to 400 elevators will be built in the interior. One large American firm is reported to be prepared to erect seventy elevators.

The apologists for the elevator interests justify the excessive charges for buying grain in Manitoba, because of the small amount of grain handled by each elevator due to duplication brought about by the building of new railways. Yet the very same firms that are supposed to have incurred losses in this way are repeating the same operation in Alberta, and the newer districts of Saskatchewan.

The large returns made on money invested in storage accommodation and the grain trade in Western Canada is attracting the attention of men with money and when any outsider presumes to butt in, and build an elevator, he is immediately surrounded by houses belonging to the Combine, either to make him "sick" or "be good."

In addition to the suggestion made by "Glen," that elevator owners want to hold up the Government when the time comes for them to negotiate for the purchase of their buildings, this mad rush for building elevators can be explained by the determination of the Combine to keep control of the grain trade and to prevent any outsiders trespassing on theirstamping ground.

If the farmers of this country could realize their strength when well organized, they would then understand why the enemy was always discouraging the farmers' co-operative movement. The enemy has studied the way to combat you. Why don't you farmers realize it? Wake up and think for yourselves.

A Difference of Opinion is not a Cause for Strife

THE editor of the Alberta Homestead, in the issue of June 9th, finds fault with the GUIDE in its capacity of official organ for the associated farmers of the West, for making the following editorial comment:

"The feature of the conference was the 'clean-bill of health' given to the elevator owners by Mr. Fream. His line of argument was very similar to that advanced by the grain dealers and railroad representatives at the conference held at Ottawa a year ago. It must be refreshing to those interests to have the 'secretary of a farmers' association 'patting' them on the back."

Well, what is the matter with this? There is no suggestion that Mr. Fream was doing anything dishonorable, or that he was misrepresenting the body which had named him as a delegate. No doubt Mr. Fream was quite sincere in repeating arguments advanced by railway men and elevator owners at Ottawa some time previously. He was delegated by the Calgary conference to try and break the car distribution clause of the Grain Act (so far as it applied to Alberta), a thing which the railway men and elevator owners were very desirous of seeing accomplished; and as they had posed as friends and champions of the farmers—especially the small ones—when demanding the amendment a year ago, it was but natural that Mr. Fream's arguments should coincide with theirs.

Mr. Fream and the Alberta farmers generally were not shippers of grain before the passage of the car distribution clause of the Grain Act. The farmers of Manitoba and Saskatchewan were, and they know by bitter experience that when the elevators got all the cars that prices were held down at country points to such an extent that many elevators have been paid for out of the profits of one year's business of buying and handling grain through them. They know that the rail-

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