

THE GRAIN GROWERS' GUIDE

NO. 8

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VOL. 1

ADDRESSED TO THE FARMERS OF



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GRAIN CONFERENCE AT CALGARY

The Grain Conference held in Calgary February 3rd. and 4th. from the point of attendance and enthusiasm was a great success.

Ostensibly convened for the purpose of discussing the Western outlet for the grain of Alberta, judging from the report of the meeting published on another page, it developed into a vigorous attack on the Manitoba Grain Act. From the composition of the Conference and the manner in which it was convened, those best acquainted with the methods of the interests that control the grain trade of Canada would expect nothing else.

Our special correspondent writes us saying:—"I might say Mr. Strong of the Alberta Pacific Elevator Company, Mr. Price of the C.P.R., and a few other elevator men whose names you have seen in the report, besides Premier Rutherford who was chairman, all are very anxious to have the Manitoba Grain Act amended. They blame all grievances on its rules and regulations. A large number of copies of the act were distributed among the delegates, and Mr. Strong, also Mr. Price stated that numbers of farmers had asked them to try and have it removed. It appeared throughout that Mr. Strong of the Alberta Pacific Elevator Company and Mr. Price of the C.P.R. had their heads together all the

time and they were very busy having their notes correspond."

These are familiar tactics and just what might be expected when representatives of the railway and elevator interests meet to discuss the Grain Act. The only difference being that the base of operations is moved from Winnipeg and Ottawa to Calgary.

Our correspondent goes on to say, "However I am pleased to say that all of the farmers' delegates both from North and South have fought it to a man. One man from Claresholm cautioned the farmers to remember conditions before it was in force."

The farmers of Manitoba and Saskatchewan will be only too willing to help the farmers of Alberta to secure an outlet for their product. They realize that the more outlets there are for the grain of the three provinces, the better it will be for all concerned, and the Grain Growers hope that the day is not distant when our product will find an outlet not only at the western seaboard, but also to the north at Hudson's Bay as well as the south through American channels. But while we are working in that direction we cannot conceive that in order that those purposes may be attained the Grain Act, which is the only source of relief that we have from the monopolistic character of the grain trade should be rendered ineffective as a protection to the grain grower. It is a source of gratification that the Grain Growers of Alberta in their enthusiasm for the western route, did not allow themselves to be committed to anything that would have that effect. Our western friends need not think that the western route will cure all their ills though it may cure some of them, and in working out this outlet for their grain they will have the hearty co-operation of Saskatchewan and Manitoba Grain Growers.

The resolution passed calling upon the Dominion Government to build terminals at Vancouver is in the right direction, but in our opinion is very much weakened by the rider attached in asking the C.P.R. to build the terminals if the Dominion Government declines to enter into the undertaking within reasonable time. That is simply opening the door for the Dominion Government to step out and the C.P.R. to step in, which is the very thing the interests desire. That grain cannot be shipped successfully on a Western route without terminal elevator facilities goes without saying, as wheat cannot be shipped to any great extent when it has to be bagged. But Alberta farmers had better continue as they are a little longer than to have terminal facilities placed in the hands of interests that will carry on operations similar to those going on now at the terminals at the lake front, and our Alberta friends ought to be very careful not to act too hastily in order to save a possible 6c. per bushel in next year's crop and impose conditions on their terminals that will exact more than that from them every year in perpetuity.

Mr. Strong's statement as to rates to Liverpool is difficult to understand when he says: "The present rate on Alberta grain to Liverpool by way of the East is 55c. per cwt. By way of Vancouver to the same market it is just 45c. per cwt. Rates, C.P.R. Calgary to Fort