

ALBERTA C. P. R. POINTS

Station.	No. of M. E.	Capacity.
Calgary	4	455,400
Didsbury	1	40,000
Lethbridge	1	40,000
Medicine Hat	1	60,000
Strathcona	2	170,000
Wetaskiwin	1	40,000
	10	805,400

C. N. R.

Edmonton	5	145,000
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ALBERTA RY.

Magrath	1	36,000
Raymond	1	36,000
	2	72,000

BRITISH COLUMBIA

Armstrong	1	120,000	66,650	66,650
Enderby	1	50,000	98,000	98,000
Vancouver	1	100,000	148,456	148,456
Vernon	2	6,000	33,648	16,824
		276,000	346,754	329,930

SUMMARY OF PROVINCES.

	Stns.	Elevs.	W'h's.	Capacity.
Manitoba	282	685	20	21,015,600
Saskatchewan	176	508	8	14,666,500
Alberta	59	109	6	3,818,900
British Columbia	4	3	4	276,000
Total	521	1305	36	39,777,000

ONTARIO TERMINALS.

Stations.	No. of Elev.	Capacity.
Fort William	7	9,258,700
Port Arthur, C.P.R.	1	800,000
Keewatin, C.P.R.	2	1,200,000
Kenora, C.P.R.	1	500,000
Port Arthur, C.N.R.	2	7,000,000
Total	13	18,758,700

WHAT THE GREAT NORTHERN DOES FOR THE GRAIN GROWER

An incident which is causing quite a flutter in the grain trade, and which sets forth with noonday clearness how the grain trade of this country is controlled, and reveals with lurid light the losses the country sustains through the combination of interests that handle it, is the prices that are paid for that part of our wheat that reaches the markets through American channels.

It is well known that since the advent of the Great Northern Railway into Manitoba, wheat buyers on that road are paying higher prices to the producers for their purchases than are paid by buyers in adjacent territory on other railroads. This year, due to the manipulators on the Winnipeg Grain Exchange being able to create conditions (by the methods outlined in our September issue) whereby they were able to secure the new crop at from 10 to 12 cents below what it was actually worth, based on the world's market. The McCabe people, who are the principal wheat buyers on the Great Northern in Manitoba, had a larger margin to work on than formerly, and in order to get a larger volume of business and draw grain to their elevators from a wider area, they paid a larger premium over Winnipeg buyers than in former years, dividing that premium partly in a higher price and partly in better grades. On August 28th, the first day new wheat was quoted on the Winnipeg market, old wheat

was sold at \$1.11 and new wheat at \$1.00 in store Fort William and Port Arthur. Some farmers in the Roland district sold their crop of new wheat at Roland for shipment over the Great Northern, for \$1.11 that day, while any farmer who sold to the Winnipeg combination had to accept \$1.00 per bushel.

Now the Winnipeg Grain Dealers, and their allies the Railroads, are up in arms. Not only are they losing the wheat that is going out via the Great Northern, but they are forced to pay higher prices at points within reasonable distance of the G.N.R. The intervention of Customs Officials and Inspectors is being invoked to prevent this inroad on their preserves.

As on former occasions, when the operations of the system were exposed to the public gaze, explanations are forthcoming. And as on former occasions the explanations are more difficult for the man on the street to understand than the matter to be explained. The following, taken from the Elgin "Banner," which has the earmark of being inspired by a grain dealer, is in its way ingenious, but weak and indefinite:

"To begin with, Inspector Horne went to Duluth to find out what happened this Canadian wheat that came through in bond. As soon as he left Winnipeg, orders flashed over the G.N. wires, saying that no Canadian wheat was to be shipped into Duluth while he was there, and so it was all tied up in transit. As a result Mr. Horne's visit did not reveal much. It appeared, however, that almost all wheat graded 1 or 2 Northern on the G. N. railway branches in Manitoba. A week ago Wednesday, we understand, a grain inspector visited Minto to investigate. As a result it was found that elevators on the G.N. were paying track price for street wheat and grading high. The reason why they could grade high was because that wheat can be milled in the States while going through in bond, and naturally when ground there is no trace left of what grade the wheat was originally. Not so with Manitoba wheat going to lake terminals by Canadian routes. All this wheat is graded at Winnipeg by government inspectors before being milled. On the G.N. lines running to the States, samples of each car has to be sent to the inspector at Winnipeg for grading, and while this was done, probably by the time the grading was returned the wheat would be purchased as one Northern, shipped to the mills and was being ground."

All of which is mere twaddle. The facts are that all grain shipped from Manitoba to Duluth is bonded at the boundary; manifested by a Canadian and United States custom official; received at and shipped out of Duluth similarly manifested.

Much is being said of the probability of Manitoba wheat being mixed with inferior wheat in transit via Duluth. We are assured by Mr. Horne that inspections of Manitoba wheat going to Duluth are identically the same as at Winnipeg; that it is no more possible to dilute the grades at Duluth than at Fort William and Port Arthur, and we are disposed to accept his statement rather than that of people whose interests lie in beclouding the issue rather than stating the facts. Some of the same people are interested in the terminal elevators at Duluth and our own lake front. If they violate the law at Duluth, they are liable to do the same thing at Port Arthur and Fort William. If they can evade the vigilance of the Government officials at Duluth there is nothing to prevent them doing the trick on the Canadian side.

Then again in the same article:

"So much for the high grading. As regards the price of the wheat being higher than here for the same grade, 1 Northern, no one seems to be able to give a good explanation. But the situation seems to simmer down to this: the McCabe Elevator Co., that practically controls the grain trade on the G.N. lines in Manitoba, is apparently largely held by J. J. Hill in his wife's name. Everyone knows that J. J. Hill and associates own the Great Northern. It is therefore equally plain that he

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