

terminal elevator is sold and is ordered out by either boat or car, it is put out under the inspection of the department there, and a certificate setting forth that a certain shipment contained in the hold of certain vessels or loaded into certain cars has been shipped out as a certain grade. That certificate is furnished to the buyer, who buys subject to grade. Now, we must assume that the buyers of our grain are familiar with our grades, and know to what grade the grain they buy properly belongs. And if the grain they receive is of a lower grade than the certificate issued by the inspection department claims that it is the purchaser would certainly refuse to accept and pay for it at the price of higher grade. That would occur if our grain were being mixed in the terminals, and in such case we certainly should long ago have heard some strong protests from the people who buy our wheat. As a matter of fact, we find that the eastern miller and the old country buyer, according to their own statements, are well satisfied with our system of grading and have testified that they invariably get the grade of grain for which the certificate calls. The only protest we have had is in regard to the amount of dirt in the grain, and we have had complaints that some consignments are not as clean as they think they ought to be.

Sample Market.

Some discussion has arisen over the question of having a sample market in Winnipeg, and I may say in reference to that question that The Grain Act was amended in 1908 so that after the 15th day of December in any year, the warehouse commissioner has power to grant special bin privileges in the terminal elevators at Fort William and Port Arthur, and shippers have the right to bill their cars to Winnipeg for orders by paying a stopover charge of \$3 or \$4 a car. So far we find that no one has taken any advantage of these amendments, and I doubt very much whether a sample market in Winnipeg can be of any use unless very large milling interests are established there, or we alter the system of handling our grain and allow the building and operation of mixing houses at terminal points, because a sample market is of use only when the seller of grain can get a premium above the price that his car would sell for on grade, and he can do so only when there is a milling demand for it, or when it can be sent down to a mixing house to be used for the purpose of making up certain grades that may be required at that time.

Any farmer who has not established any communication with a reputable grain commission firm can depend absolutely on the Saskatchewan Co-operative Elevator Company, which has a commission department in Winnipeg, as well as having an ever increasing line of initial elevators at points throughout the province. While, of course, the company can only handle and ship grain for farmers who are within reach of one of its elevators its commission department can sell on the Winnipeg Grain Exchange the grain of any farmer in Saskatchewan who chooses to consign it to their order or advice.

The Saskatchewan Co-operative Elevator Company is the direct outcome of the principle recognised by grain producers that the Government should assist them to form some organisation that would enable them to compete with the existing line elevator and commission companies in the handling and marketing of their grain.