

THE WAY A GREAT CORPORATION PAYS ITS BILLS

It may be that the railways favor the Grain Growers' Grain Company with more delays than other shippers, but here are a few gems out of a large collection:

"On April 11th, 1907, the Grain Growers' Grain Company rendered its account for storage and interest which it had to pay by reason of the failure of the Canadian Pacific Railway to move grain East from Fort William by rail, together with the penalty which the Grain Company had to pay by reason of consequent inability to fill contracts."

"This claim amounted to more than four thousand dollars and was acknowledged by the Canadian Pacific officials here as a just one. Yet only after much pressure was brought to bear was the claim paid on August 8th, 1907."

"On March 19th, 1907, claim was presented on behalf of a Saskatchewan farmer for grain lost in wreck. On August 1st, only was it paid."

"On November 29th, 1906, claim for loss in wreck of a car from Bender was made. Only on July 8th, 1907, was collection made after a very tedious process."

And many similar instances might be cited.

THE WAY A GREAT CORPORATION COLLECTS ITS BILLS

A customer of the Grain Growers' Grain Company shipped a car of wheat from Marshall, Saskatchewan, in November, 1907, and the Canadian Northern Railway charged them \$104.00 for freight, which amount they paid and charged the farmer in making settlement. In January of this year another farmer shipped a car of wheat from Ashville, Manitoba, and the freight charged the Grain Company was \$130.00. Knowing this amount was too large by \$40.00, they took the matter up with the Canadian Northern Railway Company in Winnipeg, who said they could give no information regarding the overcharge. The Grain Company was compelled under the Warehouse Receipt System to pay the freight charged and make a claim on the Railway Company.

After waiting over a month the Railway Company informed them that they should have charged \$40.00 more in freight on the car shipped from Marshall, Saskatchewan, last November, and instead of notifying the Grain Company of this undercharge or giving them any information, they simply tacked it on to the car shipped from Ashville, Manitoba, belonging to a different farmer entirely, and made the Grain Company pay it.

This is only one out of four similar cases that the Company has come in contact with in dealing with the Canadian Northern Railway.

THINGS NECESSARY TO ENSURE OUR PROSPERITY AS GRAIN GROWERS

1. Government operation of elevators at country points.
2. Government operation of the terminals and transfer elevators.
3. A sample market at Winnipeg.
4. Special binning at the terminals and transfer elevators.
5. Our wheat graded according to hardness and weight rather than color.

THINGS NECESSARY TO ENSURE OUR PROSPERITY AS CATTLE GROWERS AND HOG RAISERS

1. Government stock yards.
2. Government abattoirs.

THINGS NECESSARY TO ALL THREE

1. Banks able and willing to finance the producer rather than the middleman.
2. Transportation facilities so run as not to discriminate between shippers.

HOW CAN WE GET THESE THINGS?

1. By unifying the opinion of our people as to what we need.
2. By organizing ourselves with the definite aim of securing what we need.
3. By the farmers becoming members of the present political associations en masse and so by sheer force of numbers dominating them both in every rural constituency, thus deciding what their general policy would be on questions affecting the farmers' prosperity and nominating men of their own class to turn their wishes into laws.

TO MAKE IT CLEARER

Having discussed our needs as farmers in our non-political gatherings and decided what policy is best for us, all of us who are Liberals would make it a point to become affiliated with the local Liberal Association, and all of us who are Conservatives would join the local Conservative Association. As members of these associations, by reason of our numbers in rural constituencies, we would direct the policies of both parties and select the man who would be nominated on both sides. It wouldn't then matter much except to our pride which side won as we would have a majority of men on each side of the house pledged to carry out our will, and no difference in the policies of the parties on matters affecting the farmers.

The old parties would not be recognizable by their policies, or the persons who would be elected to parliament if the farmers would generally adopt this method.

A means to this end is a non-partizan farm paper, such as this with a wide circulation that could preach the gospel and assist in unifying opinion on what legislation is necessary.

Therefore any who think this plan is a good one should make it their business to increase the circulation and influence of this paper.

WHAT DO YOU THINK OF IT?

One of our daily papers recently had the following note in its parliamentary report:

"The House without discussion passed a resolution extending the bounties on lead for five years, and a bill based thereon was introduced.

Our representatives permitted a resolution to pass without comment, which has for its purpose giving away thousands of the people's money to exploiters of lead mines, while they held the business of the country up for months trying to determine whether appointees of the Manitoba or Dominion Government will have the final revision of the voters' list for the next Dominion election.

INCREASE IN STORAGE CHARGES AT TERMINALS.

A year ago the storage rate on grain was $\frac{3}{4}$ cents per month after the first 15 days, now it is 1-30 cents per day or one cent per month.

INCREASE IN CHARGE FOR BULKHEAD CARS

Charge was \$2 per car to which is now added 1 cent per 100 lbs.

Senator Davis' Little Mistake

Senator Davis naturally supposed in framing his amendment that it would be an advantage to have grain which was stopped at Winnipeg and sold, pay the rate to Winnipeg instead of the rate to Port Arthur or Fort William from the point of shipment. Well the rate from any point more than 40 miles west of Winnipeg to that city is as large or larger than the rate to Fort William, which is over four hundred miles further east. Thus, Wolseley to Fort William 17 cents per 100 lbs., Wolseley to Winnipeg 21 cents per 100 lbs. Sinaluta, 10 miles further west, is 17 cents and 22 cents, respectively. These points are, respectively, 295 and 324 miles west of Winnipeg.