

THE

GRAIN GROWERS' GUIDE

WINNIPEG

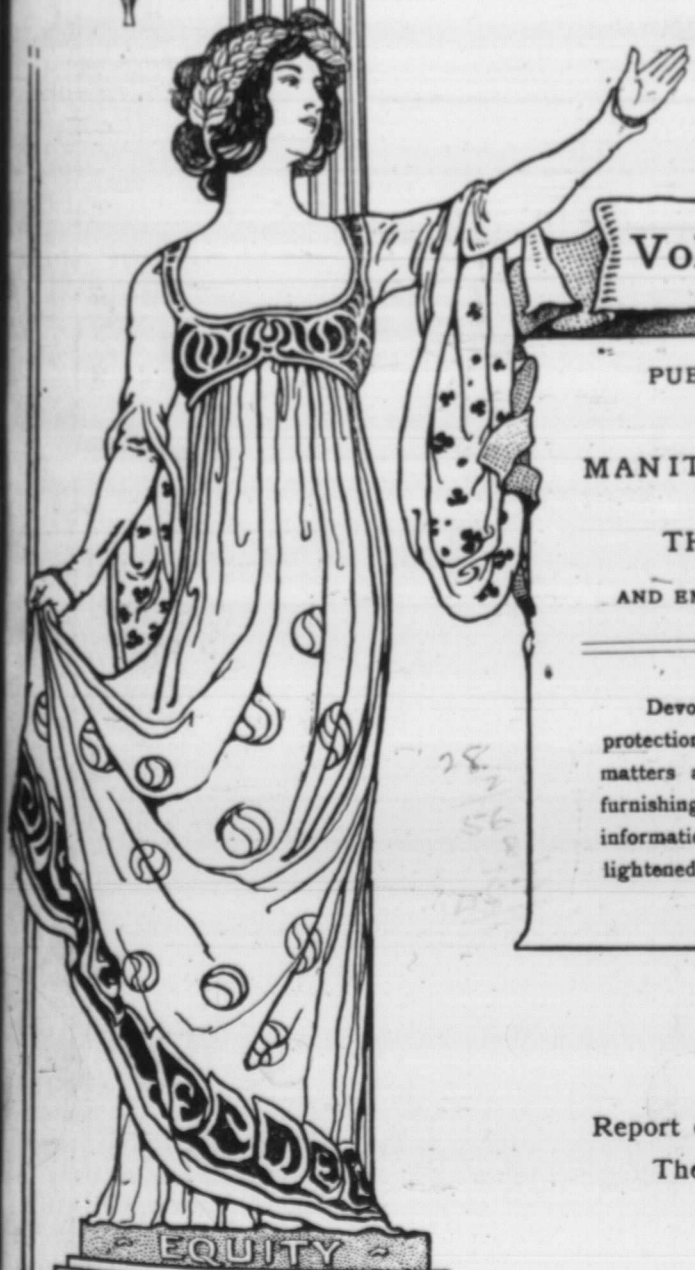
Vol. 1 APRIL, 1909 No. 10

PUBLISHED THE FIFTEENTH OF EACH MONTH
UNDER THE AUSPICES OF THE
MANITOBA AND SASKATCHEWAN GRAIN
GROWERS' ASSOCIATIONS AND
THE UNITED FARMERS OF ALBERTA
AND EMPLOYED AS THE OFFICIAL ORGAN OF THOSE BODIES

Devoted to the work of organizing the Farmers for their mutual protection and advantage, keeping them accurately informed on all matters and movements of importance to them as Farmers, and furnishing a medium through which they may exchange ideas and information to their mutual benefit, and the building up of an enlightened public opinion on economic and social questions.

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AND THOSE THE GRAIN WHO GARNER IN
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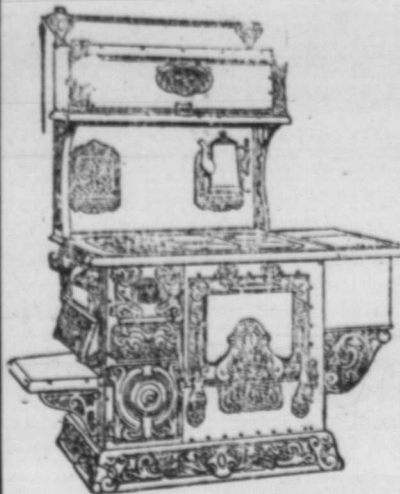
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THE GRAIN GROWERS' GUIDE

No. 10

WINNIPEG, APRIL, 1909

VOL. 1

ADDRESSED TO THE FARMERS OF



Published under the auspices and employed as the Official Organ of The Manitoba Grain Growers' Association, The Saskatchewan Grain Growers' Association and the United Farmers of Alberta.

Designed to give publicity to the views of Western Farmers generally and to become the official mouthpiece of as many Farmers' Organizations throughout the "Three Prairie Provinces" as may apply for space therein.

Subscription price \$1.00 per year in advance.

Advertising rates on application.

Change of copy and new matter must be received not later than the 10th of each month.

Address all communications to

THE GRAIN GROWERS' GUIDE, Winnipeg, Manitoba

No. 10

APRIL 1909

VOL. 1

THE CHILLED MEAT INDUSTRY

Elsewhere in this issue we publish a synopsis of the commission appointed by the Dominion Department of Agriculture to investigate into the possibility of developing a chilled meat industry in Canada. By a chilled meat industry is meant the killing of live stock at points convenient to the districts where they are raised and the transportation of the frozen or chilled product by a proper system of cold storage to the point of consumption.

It is a fact now generally conceded that the live stock branch of western agriculture is slowly but steadily moving backward instead of forward. This is without question due to the present system of marketing our live stock, a system which places the producer practically at the mercy of the dealer. While up to the present time grain growing has been the chief branch of agriculture developed in the west, it is quite apparent to thoughtful men that this cannot continue and that a system of mixed farming must by force of circumstances come about, in order that the fertility of the soil may be retained.

The report given as the result of the labor of the commission is well worth the close study of every intelligent farmer. The trade in chilled meats is no new thing. It has already been developed and is carried on successfully by notably the Argentine Republic in South America and Australia and New Zealand. The latter two countries are double the distance that we are from Great Britain, which is their chief market as well as ours.

The meat sent in this way thousands of miles and crossing the hottest portion of the world's surface, reaches its destination in such good condition that it can scarcely be distinguished from the freshly killed home article and brings to the New Zealand and Australian stock raiser a price which brings him a good margin of profit. The scheme outlined in the report is a comprehensive one, embracing the chief stock-producing provinces of the Dominion.

While the committee were not in a position to outline a method of actual operation as clearly as might be desired, they have shown that the only way it could be successfully commenced and carried on is under government assistance and control. The whole subject is a splendid one for the different Grain Growers' and stockmen's associations to take up and it is to be hoped that they will do so. No country to-day offers better facilities in every respect than Canada does for the development of this industry, and as the report points out we are in a position to take advantage of the experience of other countries where it has proved eminently successful. The commission deserve the thanks of every good Canadian farmer.

FINANCING THE FARM

No feature of the economic system current in the prairie provinces contributes so much towards reducing the prices received for farm products as the practice that obtains in all business circles of having our liabilities all fall due in November. The interests that control the avenues through which our products obtain access to the consuming markets easily take advantage of the fact that farmers, in order to meet their obligations falling due immediately after harvest, have to rush their crops to market, and in this way reduce the prices paid and secure the largest portion of it in the first three months of the crop year at a much less value than would be paid if marketed as the demand would absorb it.

The practice applies to all farm products as well as to grain and reduces enormously the amount of money available each year for liquidating the liabilities not only of the farmers but all businesses in the country.

This feature of farm economics should engage the serious consideration of not only our farmers but of our business men as well, when arranging for another season's operations, and an effort should be made to extend payment over several months. "When we thresh" is not the best time to "promise to pay," but "When we can sell to the best advantage under right conditions and at right prices."

Expenses incident to raising a crop, such as hired

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labor, threshing, repairs and open accounts such as grocery, butcher, etc., ought to be promptly paid out of the first sales of the crop.

While payments on secured liabilities such as mortgages, insurance interests, etc., might just as well be made in March as in November. As things now are, this class of liability frequently becomes the first charge on the crop, and payments made out of the proceeds of the first sales, to the neglect of the first mentioned liabilities, while the reverse of that condition would be the most rational and more conducive to the welfare of all. Economical marketing of grain requires a leisurely and gradual supply as market demands warrant. Millers must have a constant supply for twelve months each year. To meet that demand some one must carry wheat, and at no place can it be carried as cheaply as on the farm.

Having to meet pressing liabilities in November often compels farmers to be hauling grain in Sept. and Oct. when they should be preparing land for next year's crop, and at a time when labor is hard to get and wages excessive. Every farmer knows the value of ploughing land from which a crop has been taken, in September, as compared to ploughing just before freezing.

The experience of the last few years clearly points to the urgency of extending the time of payment, and we would strongly urge on our grain growers when undertaking obligations to be paid out of the proceeds of the crop, that no payments be made to fall due within the first three months of the crop year that can reasonably be made payable at other seasons of the year.

SIR RICHARD STILL HOLDS TO THE OLD FAITH

Replying to a deputation of the Dominion Grange which waited on the government in reference to the tariff recently, Sir Richard Cartwright said, speaking for him-

self alone, that he believed the true solution would be to go at the root of the protective system and get as near a revenue tariff policy as possible. "That is my own view," said Sir Richard, "and I have never sought to hide it under a bushel. You (speaking to the delegation) have the means of influencing public opinion. You have already influenced public opinion. A few years ago strong efforts were made to increase the protection then given, and these were averted by the protests made by the farmers and other consumers. By continuing to influence public opinion you may secure a reduction in the protective tariff at present in force, and I believe that the general interests would be promoted in getting nearer a revenue tariff policy. The nearer you get to that policy the less danger there will be of the levying of exactions by the trusts and combinations. Our American neighbors are beginning to discover the truth of this statement, and I believe we will shortly find a change in tariff legislation there, which is bound to generally affect conditions here. I would strongly recommend you to turn your attention to the education of public opinion along revenue tariff lines."

On which the Woodstock Sentinel-Review makes the following comment, every word of which we heartily endorse:

"That was a significant answer returned by Sir Richard Cartwright to the deputation from the Dominion Grange which waited on the Government the other day and asked for relief from what was described as the oppression of the trade combinations that are said to flourish under the protecting care of the Canadian tariff. Sir Richard frankly advised the deputation that the only effective way to secure any lowering of the tariff was to conduct a campaign of education among the farmers of the country in favor of a general reduction until the goal of a tariff for revenue only was reached. It may be pre-

Write to-day for our new 1909 Cream Separator Offer. We have the greatest offer for the man who wants a Cream Separator ever heard of. If the very best Cream Separator that can be made would interest you, write us at once. Get our new offer. It's the best ever.



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Low down Supply Can, Disc Bowl. Easily cleaned.

No. 4—300 to 350 lbs.....	\$43.50
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No. 6—500 to 550 lbs.....	\$49.95
No. 8—600 to 650 lbs.....	\$55.75

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sumed that Sir Richard was speaking for himself. Hon. Mr. Fielding, according to the report, held out little encouragement to the deputation of any Governmental action along the lines suggested.

"What the deputation asked for particularly was the appointment of a special officer whose duty it would be to investigate immediately, under the direction of the Customs Department, all cases where there is reason to believe that the tariff is used for the purpose of facilitating trade combinations. It is charged that combinations for the artificial boosting of prices are flourishing in this country at an extraordinary rate. Under existing provisions relief may be found in two ways—by an appeal to the Criminal Code or by a reduction of the tariff. But experience shows that relief seldom is furnished in either way, for the reason, we suppose, that what is everybody's business is nobody's. What the deputation asked was that the protection of the public should be made somebody's business. The Canadian publishers secured relief under the combines clauses in the matter of paper prices; but it cost the publishers \$1,700 to set the machinery of the law in motion. Clearly a piece of protective machinery that is so hard to move is of little use for the public generally, for, notoriously, the interests of the general public are nobody's concern.

"It is pointed out that when other interests more clearly defined than those of the general public are concerned the machinery works much more freely. For instance, if a man is suspected of some design to furnish the general public with cheap goods of any kind, all that is necessary is to communicate a suspicion to a Customs officer, and the machinery is put in motion at once. The deputation asked that the principle of protection should be applied more generally; that the machinery supplied by the government should be available not merely for the protection of certain classes from the horrible calamity of undervalued goods, but for the protection of the general and consuming public from the oppression of trade combinations for the artificial maintenance of prices.

"But Hon. Mr. Fielding could hold out little encouragement, and the best advice Sir Richard Cartwright could give was that a campaign of education should be begun, looking towards a revenue tariff. It would not be surprising if Sir Richard's advice were accepted."

INCREASING SUSPICION

An outstanding feature of the operation of the elevator system is the advantage it takes of the prejudices that exist in the public mind against the grading system of Manitoba grain to cover up some of the vicious practices that seem inherent to the combination that now obtains in the Western grain trade.

After having due regard to the limitations of human nature and the consequent liability to errors and mistakes in the large volume of grain traffic in a season, some things occur that it is difficult to explain satisfactorily. Yet in the face of that fact the elevator owners not only do not endeavor to allay the unrest and suspicion that affects the minds of farmers, but to cover up the pernicious practices they are accused of habitually indulging in, intensify that suspicion by blaming the inspector for everything that goes wrong. The result is that farmers having been told so much about the "iniquitous inspection system," frequently accept that explanation and the real culprit escapes detection.

Sometimes, however, the true inwardness of the situation gets exposed. A farmer in Western Manitoba recently had a car of wheat loaded over the platform and had it billed to the Grain Growers' Grain Co. Before the car was moved out, the operator of one of the elevators made him a tempting offer, being nearly equal to the value of 1 Northern on track. Suspecting that his wheat would

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A BARGAIN

The N.W. quarter of 6-23-12 W. 2nd, about 50 acres cultivated, school on quarter, log buildings. Also N.E. quarter of 23-19-12 W. 2nd. Qu'Appelle River touches this; about fifty acres cultivated, log buildings.

Either of these quarters to be sold on small cash payments, balance-crop payments. \$20 per acre.

254 ft. on Bannerman Street in the city, close to car line. Only \$10 per foot. Easy terms.

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not grade nearly that high he accepted the offer and changed the destination of his car.

When he received settlement his account sales showed 3 Northern grade, 6 per cent. dockage. "DUE OF COURSE TO THE INSPECTOR." Not content with that explanation, he sent his documents to the Secretary of the Manitoba Grain Growers' Association, who, on application for a duplicate certificate found that the proper dockage on the car was $1\frac{1}{2}$ per cent. instead of 6 per cent. as in the account sales, making a difference of 46 bushels, or an average of \$40.00 on the car of wheat. Which amount the elevator people had to disgorge to the farmer through the intervention of the Warehouse Commissioner.

Many of the buyers have instructions to stick at nothing to prevent grain going to the Grain Growers' Grain Co. The above is an illustration of some of the methods employed, and shippers of grain in car lots, when they receive tempting offers, should take good care that their cars are consigned to their own order and advised so as to get the certificates of weights and grades and not trust to the honesty of the buyer for a statement as to what is contained in these documents.

Another instruction given to buyers by the large milling and elevator firms is in the case of a farmer having a balance left after shipping one or more cars to the Farmers' Company, to offer him one, or even two grades higher for what he has left, the avowed purpose being to sicken him of shipping to the Grain Growers' Grain Co.

The scheme serves the double purpose of prejudicing the farmers against the Grain Co. and at the same time throwing discredit on the Inspection Department.

Magistrate—"What happened between yourself and complainant?"

O'Brien—"I think, sor, half a dozen bricks an' a lump o' pavin' stone!"

NEW LAKE BILL OF LADING

Since the new bill of lading formulated by the Lake Grain Carriers' combine has been issued, very little or no business has been done in Manitoba grain for spring shipment via Montreal, most of the business having been done via Buffalo for shipment for American ports. A prominent agent of one of our steamship lines stated a few days ago that no business on ocean freights could be done for May-June shipments, since a tie-up in the inland freight traffic had taken place, caused by the new bill of lading. The protest against accepting this arbitrary document has been signed by all the shippers of Manitoba grain in Winnipeg, New York, Boston, Montreal and Toronto.

The chief clauses in the new bill of lading affecting the interests of the grain merchants is as follows: "Providing that the vessel shall not be responsible for shortage exceeding one-half bushel per thousand bushels carried, the vessel to deliver all grain on board, collecting freight upon the actual outturn and making no claim for any overrun."

MR. HAULTAIN ON THE ELEVATOR QUESTION

Nokomis, March 25.—In the course of a long speech on provincial questions Mr. Haultain made an important statement on the elevator question.

He pointed out that up to the end of last session of the legislative assembly, he and his friends in the House had not thought it advisable to do more than force the question on the consideration of the government. Their notion requiring the government of Saskatchewan to enquire into the question of government elevators and report to the House was voted down by the government on the plea that negotiations were then pending with the Grain Growers' Association.

Speaking on the subject during the debate on that occasion he expressed himself as strongly in sympathy with the demands of the Grain Growers, and more than ready to be convinced of the feasibility of their proposed plan. The negotiations had for some reason been delayed, and it was not until after the close of the late session that the answers of the premiers of the three provinces was made public. That answer was, in his opinion, entirely unsatisfactory and altogether evaded the real question. He was now free to take definite ground without the fear of interfering with any negotiations.

The declared policy of the Provincial Rights party had from the beginning been in favor of government ownership and control of public utilities. There might be some question as to how far the elevator business came within the general term "public utilities," but the conditions existing in the western provinces would warrant the intervention of the government. There was no doubt that owing to causes which he need not elaborate upon, the storage facilities in this province were practically in the hands of a monopoly. The effect of this monopoly was to prevent competition and thereby reduce prices. It had

McCORMICK DRILLS

WESTERN Canadian farmers have learned that they are assured of getting the seed in the ground in the right condition when they use McCormick drills.

The disk drills, single or double, penetrate hard ground, cultivate it thoroughly, and they work successfully in mud. The positive force feed is driven by chains from the main axle. There are no cog wheels on McCormick drills to wear, get out of mesh, and cause irregular sowing.

Both the disk and shoe drills open the furrow properly and to right depth. Spiral steel tubes conduct the seed to the bottom of the furrow where it is dependably covered to the right depth by drag chains.

The great advantage of the McCormick drill is that the single disk, double and shoe drills are interchangeable. There is no question but that double disks are superior in muddy fields, single disks in hard and trashy ground, and shoe drills in well prepared and mellow seed beds. Farmers who purchase any one of these styles of drills can change it into either of the other two by putting on either of the other two styles of markers. By doing this, the farmer will have a drill for all conditions of ground—dry, hard, trashy, muddy, or a well prepared seed bed.

Both wheels are drive wheels on McCormick drills. That insures positive, even feed. Shoes and disks are arranged to make lightest possible draft. Convenient foot boards aid the operator in his work.

McCormick drills, single and double disk and shoe, are made with 14, 16, 20 and 22 markers.

McCormick disk harrows, smoothing harrows, cultivators and scufflers are the best implements of their kind.

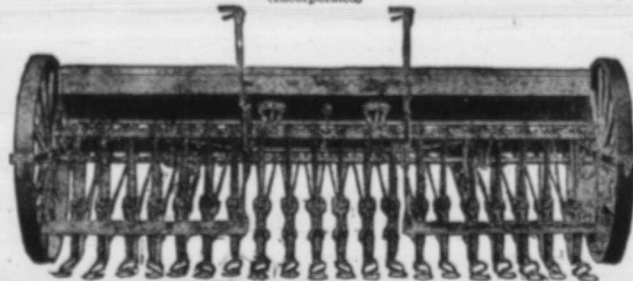
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It will pay you to get acquainted with McCormick drills and high class tillage implements. Local agents will demonstrate them and furnish all information. Call on them, or write nearest branch agency.

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the further effect of depriving the farmer of proper means of storing and shipping his grain and also forced the small producer to sell his wagon load for a small price, on a low grading, with a large dockage. Light weights low grades, excessive dockage and loss of identity of his product were the evils universally complained of, and there must be some foundation for so generally expressed complaints. It was further stated on good authority that by the culling process the millers were enabled to make large profits out of wheat intrinsically valuable but graded low, and that a portion at least of these profits would be obtained by the producer if he were enabled by proper storage and shipping facilities to sell his own wheat by sample.

Another effect attributed to this culling process was the lowering of the quality of export wheat while still in the hands of the farmer. The monopoly of the elevators also was said to enable the elevator owners to practically control street buyers and commission men.

It might be urged that all these evils would be removed by competition and that they should be left to be remedied by the ordinary processes of trade. That undoubtedly would be a sound position in the case of any ordinary business. But this was a business which affected the whole province and upon the success of which the general welfare of the province depends.

What was the remedy? Competition! How could that be provided? Apparently not by ordinary means. That being the case, did the circumstances justify the intervention of the government? In his opinion there was

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only one answer, and that was that they did. He was in favor of the government taking some steps for the establishment of fully equipped elevators at competing points, so as to provide proper facilities for cleaning, storing and shipping grain. The establishment at any point of a government elevator of sufficient capacity, which would furnish facilities for cleaning and shipping the actual wheat of the shipper, would very soon force all other elevators at that point to come up to the government standard.

The capacity to be supplied by the government, and the points at which elevators should be established, were matters of detail which could be easily settled if the general policy were adopted. His own opinion was that a resolute policy on the part of the government, followed by practical action at a comparatively few points, would soon force the elevator owners to supply equal facilities. In any event he was prepared to advocate such a policy without regard to the number of elevators involved. It would, in his opinion, have to be carried out by an independent commission, who ought to be able to look for the active co-operation of the Grain Growers' Associations. The government would not be looking for large

dividends, and there was no reason to suppose that an elevator system such as had been described would not easily pay for itself. The farmers would not object to reasonable charges if they secured reasonable treatment. The advantages of the system were manifest. Cleaning apparatus would do away with the dockage system and give the farmer his own screenings. The government would not be in the grain business so there would be no question of grades. A proper complement of special bins would preserve the identity of the grain and would enable the farmer to obtain the actual value of his grain by selling on sample in the open market.

There were necessarily a great many matters of detail which would have to be worked out, but he was convinced that such a policy was feasible and was undoubtedly necessary. This was a matter of such supreme importance to the main industry of the country that it should be considered independently of party divisions, and he was prepared not only to urge its consideration upon the government, but to lend them every assistance in framing some measure that would adequately meet the necessities of the case.

QUOTATIONS IN STORE AT FT. WILLIAM FOR FEB. 1909

DATE	WHEAT										FLAX				BARLEY				CASH OATS							
	1°	2°	3°	4	5	6	Feed 1	Feed 2	Rej. 1	Rej. 2	Rej. Seed	l	n	w	l	ma	Rej.	3	4	Rej.	Feed	1w	2w	3w	2m	Rej
1	100½	97½	95½	91	86	80½	70		96½	94½	93	126	124	114	48	45½	41½								38½	37½
2	100½	97½	95½	91	86	79½	70		96½	94	92½	125	123	114	48	45½	41½								38½	38
3	102	98½	96½	91½	86½	80	70		97½	94½	93½	125½	123½	114	48	45½	41½								38½	37½
4	102½	99	96½	92½	87½	80	70		97½	95	93½	125½	123½	114	48	45½	41½								38½	38
5	102	98½	96	92	87	79½	70		94½	92	91½	126	124	114	48	45½	41½								39	38
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10	103½	100	98	93½	88½	82	70½		95½	93	92½	128	126		49	46	42½								40½	39½
11	105½	101½	99½	94½	89½	83	71		99½	97½	96	130	128		50	48	44								41½	40
12	105½	102	99	94½	89½	83	71		96½	94½	93½	129½	127½		50	48	44								41½	40
13	106½	102½	100½	95½	90	83½	71		100½	97½	95	130	128		50	48	44								40½	39½
15	106½	102½	99½	95	89½	83½	71		100	97½	95	130	128		49	47	44								40½	39½
16	107	103	100½	95½	89½	83½	71		100½	98	98½	131	129		49	47	44								41½	40½
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20	108½	104½	101½	96	90½	84	73		101½	99	99½	135	133		48½	47	44								42½	41½
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J. G. MOFFAT
Agent Grain Growers' Grain Company

MEN WORTH KNOWING

We have pleasure in reproducing in this issue the features of two well-known friends, Mr. J. G. Moffat and Mr. W. J. Powell.

These gentlemen have permanently attached themselves to a wide circle of the farming community in the course of their operations throughout the West as representatives of the Grain Grower's Grain Company. They have proved themselves two of its most indefatigable agents, and their efforts in behalf of "The Guide" have resulted in a greatly augmenting the number of its subscribers and wellwishers. The portraits may also serve to introduce them to those of our farming friends at points they have not yet been able to reach and who would be glad to extend the usual courtesies to such worthy representatives.

ANOTHER SLICE FOR M. & M.

After years of denouncing the giving of lands as bonuses to railways, the Conservative Government of Ontario proposes to dower McKenzie & Mann with two million acres of land in the clay belt of Ontario, consoling themselves with the thought that the grant of land will lead to the development of the clay belt. The Dominion Government is building a Transcontinental railway from end to end of the same clay belt, which in all conscience ought to supply the Ontario Government with sufficient problems in settlement and development for some time.

The Mail and Empire states that McKenzie & Mann received from the federal and provincial governments \$7,500,000 in cash and \$35,000,000 guarantees in bonds issued by the railways with which they are connected. The development pretence seems to be the development of McKenzie & Mann.

Is it not about time that our people should come to the conclusion that they have done pretty well by these gentlemen and that the game of "give away" should cease?

Alex. Naismith, Pres. Wm. Paterson, Vice-Pres.
C. D. Kerr, Treasurer

The
Wawanesa Mutual Insurance Co.

HEAD OFFICE: WAWANESA, MAN.

A. F. Kempton, Secretary-Manager

Amount of Insurance in force Dec. 31st, 1908, \$22,320,275.00
Assets over Liabilities 332,281.67

The number of Farmers insured Dec. 31st, 1908, over 17,454.

Over 17,454 farmers insured. The largest agricultural Fire Insurance Company west of Lake Superior. Agents wanted in unrepresented districts.

**- OPEN DOOR -
TO PROSPERITY**

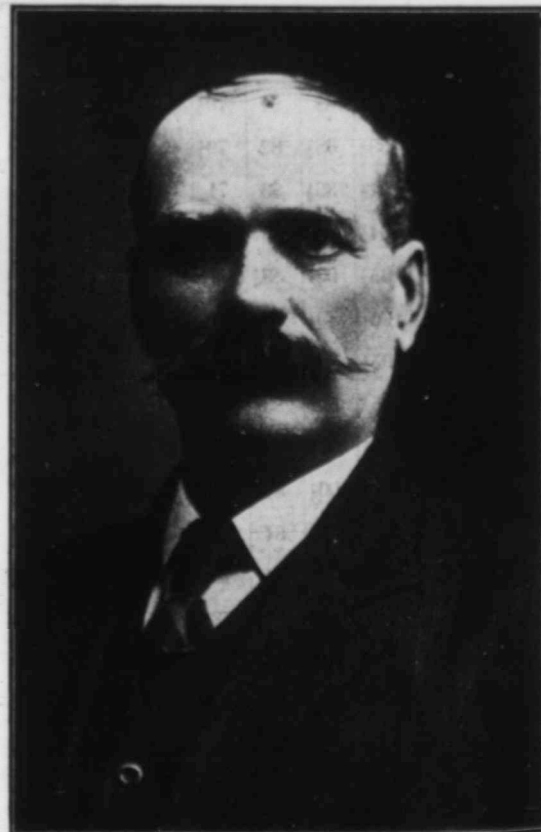
960 ACRES

in the
Saskatchewan
Valley

FOR SALE

at Big Bargain Price.
4 miles from two good
towns. Good soil. In
a good progressive
settlement. For map
showing location,
price and terms write

The **WALCH LAND CO.**
Lands, Mortgages, Investments,
S. A. Land Warrants,
317 Union Bank Building, Winnipeg, Canada.



W. J. POWELL
Agent Grain Growers' Grain Company

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WHY DOES A FARMER NEED A SCALE?

You need the pay for every pound you sell, and it is only by the most "eternal vigilance" that the farmer is enabled to hold his own. Do your own weighing, take no man's word for what you buy or what you sell; not that every man would cheat you, but some would if they could. With your scale, on your own premises, you are able to know what your load weighs.

If your neighbors have no scales, you might do their weighing for them and thus make your scale a source of direct income to you.

Do you know what food your cattle thrive best on? When you are changing feed, as you have to do during the different seasons, do you know whether your stock is gaining or losing? Do you know how much grain per head you are feeding, and whether all are gaining alike? You can easily detect this by weighing your cattle once a week and keeping a record of the weights.

We show you how to build a pit of posts and plank which will last for many years. The scale may be set in the barn floor, out of the reach of rain and frost; in fact we recommend this method when practicable, and will furnish plans free of charge showing how this may be done. When you are sending a load of hay or a drove of cattle to the market weigh it before you start, thus you will be able to tell in advance the value of your product at the ruling market price.

Does the miller sell you flour by guess? Does the grocer estimate the amount of sugar in the scoop? Not at all; it is carefully weighed, down to the very last ounce. These are the men with whom you have to deal. They are in the business to make money and they consider a scale an important factor in trade. Why does a

farmer need a scale? Because a scale places a value on what is bought and what is sold.

Now if it is essential to obtain the value of your money on farm products it is equally true in buying a scale; the cheapest can hardly be the best. You do not employ the cheapest physician when you are ill; you can not afford to; neither can you afford to purchase the cheapest scale which money can buy.

We have had a lifetime of experiments and experience in making scales. We use new material, the best of its kind and the kind best adapted for the purpose.

Every part of our scales has been the subject of special study. Our castings are a mixture of several kinds of iron, to adapt it to our work, but where wrought iron is better we use it. Our work is all done by skilled workmen who have made scales all their lives. All our appliances are adapted to our work; the machines which mark the graduations on our beams are the only ones of their kind in the world; we have every thing which ingenuity can devise to improve the quality and cheapen the cost of our product. Is it not reasonable, then, to suppose that we can give you better value for your money than as if scales were only a part of our business and were made of the same material as a dozen other articles?

Write for Pamphlet 121

THE CANADIAN FAIRBANKS COMPANY, LIMITED
92-94 ARTHUR ST. WINNIPEG

QUOTATIONS IN STORE AT FT. WILLIAM FOR MARCH 1909

DATE	WHEAT										FLAX			BARLEY				CASH OATS					
	1°	2°	3°	4	5	6	Feed 1	Feed 2	Rej. 1	Rej. 2	Rej. Seed	1 n w	1 m a	Rej.	3	4	Rej.	Feed	1 w	2 w	3 w	2 m	Rej.
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2	111½	108½	105½	99½	92½	87½	77	105½	102½	103½	133	131		51½	49½	46			42½	41½			
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5	107	104	101½	97½	90	84	75	103½	101	101½	132½	130½		52½	51½	46½			41½	40½			
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9	109½	106½	104	98½	90½	84½	76	103½	101	101½	131	129		52½	50½	46½			42½	41½			
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19	110½	107½	105½	100½	92½	86	76	106½	105	103	130	128		53½	51½	46½			41½	40½			
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24	111½	108½	106½	101½	93½	87	77	107½	105½	103½	129½	127½		54	52	46½			42	40½			
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26	112½	109	107	102	94½	87½	78½	106½	106½	104½	132½	130½		54½	52½	47			41½	40½			
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31	113½	110½	108½	104	96½	88½	79	108½	106½	104½	135	133		54½	52½	47½			41½	40½			

AN EFFECTIVE PACKER

Elsewhere in our advertising columns will be found descriptive matter of a new and improved Sub-surface Packer, the product of the Brandon Machine Works Co. The company has received orders greatly in advance of its output for immediate delivery, and is now taking active steps to cover every contingency and demand made upon their resources.

There is a mistaken impression among Western Agriculturists that a sub-surface packer should be used only at seeding time. The best results will follow the practice in which the Packer FOLLOWS THE PLOW, NO MATTER AT WHAT SEASON OF THE YEAR THE PLOWING IS DONE, and the soil should be packed on the same day that it is plowed.

The packer should be the first consideration and the last one on both summer and fall plowing to prevent the drying out of the moisture; and in this case success in an enhanced crop is assured.

CHOOSE YOUR DRILL BY YOUR LOCALITY

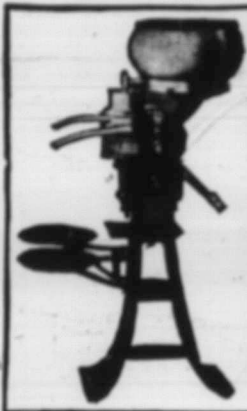
Farmers who are interested in getting their grain into the ground right ought to be interested in the seeding machine advertised by the International Harvester Company of America now running in this paper.

Seeding implements differ in different countries. The proper implement to use in any particular locality must be determined by experience. It should vary as the soil and other conditions vary.

This fact has been taken into account by the International Harvester Company. The seeding implements to be used on Canadian farms are made in Canada and to meet Canadian conditions. Even in Canada the same implements are not used as a general thing in East Canada that are used in Western Canada. For instance in grain drills the shoe drill is thought to be best adapted to conditions in Western Canada, while the hoe drill has the preference in Eastern Canada. To meet these conditions The Harvester Company adapting the implement to the requirements of the country, is building here in Canada, so far as required, distinct lines of seeding machines for the two sections of country. You are thus enabled to buy from this company a machine or implement not only made in Canada, but one that is specially designed to do the best work in the particular locality where you are farming.

The Harvester Company's Seeding Machines and implements made in Canada are the well-known Deering and McCormick lines, among which might be mentioned disk, hoe and shoe drills, seeders, cultivators, harrows, land rollers, scufflers, etc. All of these, whether intended for Eastern or Western use, are possessed of the same sterling qualities which belong to the Deering and McCormick harvesters which are in use in all grain growing countries.

The Deering and McCormick seeding machines and tillage implements and catalogs descriptive of them can be had from any International local agent in Canada, or any one preferring to do so can secure full information by writing to any one of the International Company's branch houses mentioned in the advertisement in this issue.



★ ★ ★
**100% A YEAR
FOR 20 YEARS
TO COW OWNERS**

That's the marvelously good investment that more than one million satisfied users are finding the

DE LAVAL CREAM SEPARATOR

With three or more cows a DE LAVAL separator saves its cost the first year, in more and better product, and it may be depended upon to go on doing so for twenty years, as there are already thousands of instances to prove.

There's half this much saving in the use of a DE LAVAL over inferior separators, while other separators last but from six months to five years instead of twenty years. They lose half that might be saved while they do last.

That's the whole separator story in a "nut shell" and the reason for the now nearly universal sale of DE LAVAL separators.

A DE LAVAL catalogue may be had for the asking. Likewise the trial of a DE LAVAL machine.

THE DE LAVAL SEPARATOR CO.

MONTREAL WINNIPEG VANCOUVE

Plow and Harrow — both at once

Make one job of it and pulverize your soil when it crumbles easiest—while it is moist—before it "sets" and hardens.

This 2-in-1 Harrow Attachment

(Fits Any Sulky or Gang)

saves all the time of harrowing and a world of slavish labor. When plowing is done, harrowing is done, and done right, because done at the moment when you get best results. Spring and Spike teeth or two rows of spikes cultivate, pulverize and fine the soil, make the true dust mulch and preserve moisture underneath. Seeds start quicker and grow better because there is moisture in the ground to give them a start.

Draft Only a Little Greater—Horses hardly know the difference. Each horse pulls only 1 in. width of harrow. The great 2-in-1 implement pays for itself over and over every year. Money cheerfully refunded if you want to send it back after reasonable trial. Write for prices and particulars now to

PRICE—Sulky \$12.00 Gang \$15.00

THE HARMER IMPLEMENT CO., WINNIPEG



THE FENCE THAT SAVES EXPENSE

Made of all No. 9 Heavily Galvanized Steel Wire—with just enough elasticity to prevent snapping from sudden shocks, etc.

PEERLESS

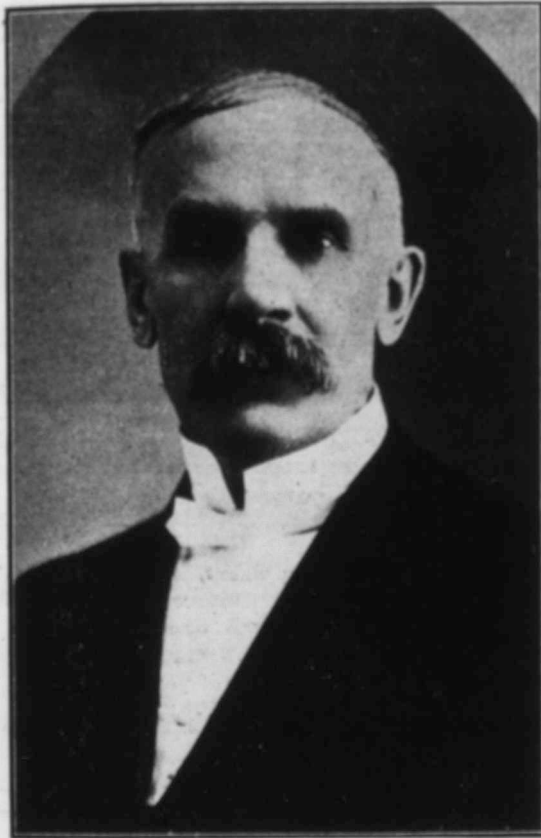
fence saves expense because first cost is the only cost. It turns any kind of stock—and weather does not affect it. No repairs. Our free book says why. Write for it today.

The Baywell H. & W. Wire Fence Co. Ltd., Dept. 17, Hamilton, Ont., Winnipeg, Man.



OFFICIAL ORGAN OF SASKATCHEWAN GRAIN GROWERS' ASSOCIATION

R. C. SANDERSON, Editor



E. N. HOPKINS—MOOSE JAW
President Saskatchewan G.G.A.

SASKATCHEWAN GRAIN GROWERS APPOINT ORGANIZER

At a recent meeting of the Executive of the Saskatchewan G.G.A., one of the directors, Mr. F. W. Green, of Moose Jaw, was appointed general organizer for the province. He has issued the following circular to the officers and members :

Gentlemen,—I have been appointed your organizer for the province. I feel that any services I can render for this purpose will be of little avail without the co-operation of the officers and members of the sub-associations, and I am sending out this circular to solicit your hearty co-operation.

Anyone wishing to have local associations formed, kindly communicate with me and I will arrange organization meetings in consecutive order.

I will be pleased to hear the views of any of our members as to the best methods to adopt to further the organization of the Grain Growers of the province.

It is recognized by all that this organization is accomplishing a great work in the extension of organization amongst farmers, placing them on a level with the

great corporations with which they do business. We have secured a great deal for the grain growers in the past, but we could do much more were every grain grower what he should be, "a member of this association," and I ask every grain grower to give me his hearty support, so that we can have a representative from every point in the province at our next annual convention.

Fellow grain growers, don't be afraid to organize. The balance of the world is organized against you to the extent that almost every article you buy is laid down to you at producer's prices and profits saddled on the top of transportation two ways, and organized labor at from two to five or more dollars per day.

The commercial world has set the pace and won't have it any other way. We must fall into line, take a lesson of wisdom from them and learn to fight with the up-to-date weapon—co-operation.

The few highly skilled and so-called successful farmers of the present day may be able to stand alone, and the larger class of less capable ones may be willing to fall alone; yet, however this may be, you owe it to your children and to your country, if not to yourselves, to grasp the opportunity that now presents itself to co-operate, thereby putting the business of agriculture upon its feet, and the next generation in a better condition than you are.

Do not falter because of alleged weakness, nor wax vain over achievements done; but be faithful, zealous and just in furthering your interests. THE GOD OF NATURE ESTABLISHED YOUR BUSINESS AND SET IT AT THE HEAD OF ALL INDUSTRIES AND NO ONE QUESTIONS ITS DIVINE RIGHT TO EXIST. Then let us cease complaining, GET TOGETHER, setting things right. Organize! Organize! Organize!

Yours truly,

F. W. GREEN.

NORTH BATTLEFORD ACTIVE

The second meeting of the North Battleford Grain Growers' Association was held in the town hall on Monday, March 1st, C. C. Davies, President, in the chair. There was a good representative gathering from all over the district and much interest was taken in the splendid address given by Mr. T. W. Knowles of Emerson, Man.

The speaker outlined the start and progress of the Grain Growers' Association. Seven years ago a few farmers, twenty-five in number, joined themselves together for protective purposes; to-day the association has a membership of 15,000, and is expected to double that number in the present year. Mr. Knowles also gave instances where farmers were unable to get compensation from railway companies for losses sustained till the Grain Growers' Association took the matter up, which plainly showed the helplessness of unorganized farmers. Before the organization of the Grain Growers' Association a farmer could not ship a car of grain, it having to go through the hands of the elevator man.

He also spoke of the advantages of a sample market

and the government ownership of elevators which the Grain Growers' Association were agitating for and are going to get.

Mr. Knowles touched briefly on the Grain Growers' Grain Co. starting under adverse circumstances, and today handling more grain than any other company in Winnipeg. This concluded the address. The meeting then being open to questions and discussions, only one question was asked, which Mr. Knowles answered to everyone's satisfaction. A large number of members were added to the North Battleford Grain Growers' Association, also subscribers to the Grain Growers' Guide, the official paper of the Grain Growers' Association.

A motion was then made by Mr. K. Finlayson and seconded by G. Boerma, that a hearty vote of thanks be tendered Mr. Knowles. Carried unanimously.

GRAIN TRADE NEWS

WHERE THE BRITISH ISLES GET THEIR WHEAT

During the last five years Great Britain imported, in the aggregate, from :	Bushels.
United States	245,216,000
Argentina	219,480,000
India	153,336,000
Russia	147,016,000
Canada	112,824,000
Australia	80,384,000
Other countries	95,632,000

SIGNS OF THE TIMES.

An American trade journal, respecting the admission of Canadian wheat into the States free of duty, remarks: "The time is coming when it will be absolutely essential." All that millers want to know at the present moment is "How can it be accomplished?"

MORE WHEAT LAND IN SIGHT.

An Australian exchange remarks that it is now estimated that there are 60 million acres of land in that



F. M. GATES—FILLMORE
Vice-President Saskatchewan G.G.A.



FRED. W. GREEN—MOOSE JAW
Director Saskatchewan G.G.A. and General Provincial
Organizer

country suitable for growing wheat, although it was formerly thought practically useless for anything, and as this is a larger wheat area than was cultivated in the United States last year, Sir William Crookes' famine period must be put back for several years.

STRENGTH OF UNITED STATES SPRING WHEAT DETERIORATING.

The London Miller remarks: "Quite recently the question of the strength of spring wheat has been discussed in certain parts of the United States, and the general verdict seems to be that for years it has been deteriorating in that particular constituent. A special commissioner says that farmers in most parts have been looking at yield only and neglecting every other consideration. To a large extent we are of the same opinion."

RUSSIAN GRAIN TRADE—HOW ADULTERATION HAS GROWN.

Russian grain merchants are again said to be taking active measures to remedy the condition of affairs at Nikolaieff and other Russian ports, that has given rise to such justifiable complaints. A well known Nikolaieff exporter has drawn up some statistics, and submitted them to the merchants' and agriculturalists' Congress, showing to what lengths the system of grain adulteration has grown. In 1893 it appears that 65 per cent. of the wheat exported from his port contained from 1 to 3 per cent. of impurities, and it was quite exceptional to find a higher percentage than the last named. In 1907 the figures showed a remarkable change; the quantity of wheat containing 1 to 3 per cent. of impurities only amounted to 5 per cent. of the total, that containing 3 to 6 per cent. remained practically the same, but no less than 62 per cent. of the total was adulterated to the extent of more than 6 per cent. Other cereals proceeded on similar lines. The Russian Government have, as is known, made efforts to put an end to these practices,

and are being supported by several of the local Bourses concerned, Nikolaleff and Libau being two of the most active.

PROFESSOR BIFFIN ON STRONGER WHEATS.

Professor Biffin of Cambridge University Department of Agriculture last month delighted a Norwich audience with the story of his researches into the culture of stronger wheats. He demonstrated the difficulty of obtaining the desired type, and said that though strong wheat could be produced there was another difficulty, and that was to get a crop from it. He declared that we could grow as strong wheat in this country as could be raised in Canada, but strangely enough when some extraordinarily strong samples of Hungarian wheat were sown in this country, the variety lost all its strength in a single season, while some weak English wheat sent to Hungary and sown there, after a three seasons' test, remained just as weak as it was originally. Climate is not, therefore, the only factor in the problem, and he inclines to the view that the crucial consideration is variety. Some wheats, he found, retained their strength perfectly under English conditions, but some others deteriorated as soon as they were put into the ground.

FARMERS' ELEVATOR COMPANIES OF DAKOTA MEET.

The Farmers' Grain Dealers' Association of South Dakota held its second annual convention in Watertown, S.D., on Feb. 17th. About 150 farmers' elevator companies were represented.

FARMERS' ELEVATOR COLLECTS DEMURRAGE.

The Harwick Farmers' Elevator Co. sued the Rock Island road at Luverne, Minn., U. S., for \$218 and attorney fees for failing to provide cars asked for. The jury found for the plaintiff. The road may take the case to the supreme court on the ground that the Minnesota demurrage law is unconstitutional.

POLITICAL GRAIN INSPECTION.

In the United States each state has its own laws in regard to grain inspection. They were having a fight over this question in the Missouri legislature a few days ago, during which the following bill was introduced:—"No person shall be appointed by the chief grain inspector to any position in the grain department who does not know the difference between wheat and corn. There now being employed in said department persons who do not know such difference as exists between wheat and corn, this creates an emergency within the meaning of the constitution, therefore this act shall take effect immediately upon and after its passage."

GOOD PRICE FOR WHEAT.

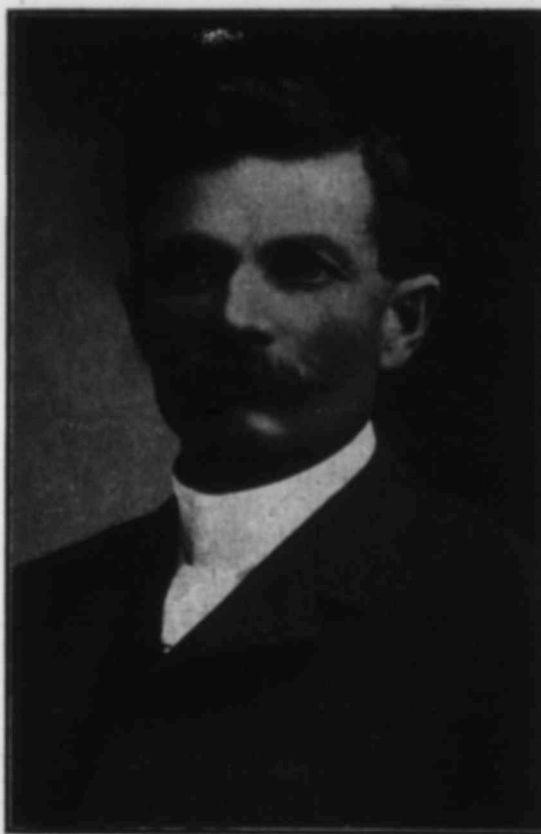
St. Louis, U.S., March 22nd.—One car of choice No. 2 red winter wheat was sold last week in the local market to an interior miller for \$1.33 per bushel. This is the top price thus far in the season.

TRYS TO HOLD THE WHEAT TRADE.

Steps were taken on March 20th by the Baltimore Chamber of Commerce to save the Baltimore grain trade, which is gradually being diverted from the ports on the great lakes to Montreal, which enjoys a freight rate about three cents cheaper than this city and others on the Atlantic coast. A committee was appointed to confer with the transportation companies regarding the reduction of ex-lake rates to meet the competition of Canadian ports.

FLOUR SHIPPED FROM VANCOUVER TO LIVERPOOL.

The first cargo of flour to leave the Pacific coast of Canada for England has reached its destination, and the experiment is said to have been a success, the cargo of flour arriving in Liverpool in good condition.



R. C. SANDEKSON—INDIAN HEAD
Secy-Treas. Saskatchewan G.G.A.

THE C.P.R. GRAIN ROUTE.

It is announced that the first section of the Canadian Pacific Railway Co.'s grain route from Montreal to Victoria Harbor on the Georgian Bay will be completed from Montreal to Smith's Falls by Sept. 1st. Throughout this section eastward the grades and curves are so favorable that one locomotive will be able to haul from 60 to 70 carloads of wheat.

PEACE RIVER GRAIN.

C. W. Spears, colonization agent, has brought samples of the grain grown in the Peace River district to the Winnipeg immigration hall. He states that no less than 6,000 bushels were grown last year at Fort Vermillion, in the Peace River district, by one of the early settlers. The wheat was sold to the Hudson's Bay Co. for \$1.25 per bushel and will be ground at the company's mill on the Peace River.

WANT GRAIN ACT CHANGED.

J. Fleming and C. N. Bell, a deputation from the Winnipeg Grain Exchange, have had an interview with Sir Richard Cartwright, Minister of Trade and Commerce, at Ottawa, in reference to the handling of grain at Fort William, Port Arthur, Toronto, Montreal and other transfer points for western grain. The delegates asked that an amendment be inserted in the Grain Act dealing with the non-liability for shortage, a clause which the Dominion Marine Association has introduced into its bills of lading providing that vessel owners should not be liable to more than 50 bushels per thousand on shortages on cargoes. It was suggested that a more thorough system of inspection at points of shipment be inaugurated and that all terminal elevators be compelled to insure grain against loss by fire. Sir Richard promised to give the suggestions of the Winnipeg delegation his serious consideration.

SASKATCHEWAN LEADS.

The final official estimates of the grain yield of Saskatchewan for 1908, places the total yield of wheat at

50,654,629 bushels, as compared with the production of 49,252,539 bushels in Manitoba. The production of oats was 48,379,838 bushels, compared with 44,883,043 in Manitoba. Acreage for the four leading cereals, wheat, oats, 5,979,841 as compared with 3,057,401 in the preceding season. The total production of four leading grains was 105,589,543 bushels.

ATTEMPT TO ESTABLISH A STATE LABORATORY IN MINNESOTA.

A second bill to establish a flour and grain testing laboratory has been introduced in the Minnesota house of representatives. This bill places the laboratory under the jurisdiction of the state railroad and warehouse commission (the same as our warehouse commissioner). It provides that the cost shall come out of the grain inspection fund and all earnings go into that fund.

GREAT BRITAIN IMPORTS MORE WHEAT AND LESS FLOUR.

At a meeting of the National Association of British and Irish Millers, the president, W. E. Nicholls, referring to foreign competition, stated that they were now importing much less flour than formerly. In the cereal year 1900-1 it had amounted to 25 per cent. of the wheat and flour then imported. It had now been reduced to 13 per cent.

LIFE MEMBERSHIP IN SASKATCHEWAN G. G. A.

Moose Jaw, Sask., April 1.—The first meeting of the trustees of the life membership fund of the Saskatchewan Grain Growers' Association was held in the office of A. W. Irwin, together with the Provincial Organizer F. W. Green. This board of trustees is composed of three men appointed by the provincial association. The men on the board are: J. A. Maharg, B. A. Thomson and A. W. Irwin. Mr. Maharg has been elected chairman and A. W. Irwin secretary-treasurer.

The object for which this board of trustees has been appointed to receive and invest in first mortgages on farm property the moneys raised by the life membership of the association and to issue the life membership certificates. It has been decided by the Grain Growers' Association to thoroughly organize the province of Saskatchewan.

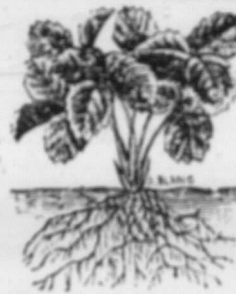
Any person may become a life member of the Association by the payment of \$12, two dollars of which will go to the general fund of the Association, and \$10 will be deposited by the trustees in a chartered bank and invested as explained above. The interest from the investment will go to the general revenue of the Association.

It is expected that every person interested in grain growing will become a life member of this association and make it the strongest and most representative organization in the province of Saskatchewan.

STANDING FIELDS SEED GRAIN COMPETITION

Forty-five of the Agricultural Societies in Saskatchewan held competitions in standing fields of seed grain during 1908. Thirty-nine societies held competitions in wheat only, and one society held a competition in oats only, and five societies held competitions in both wheat and oats. In all 395 fields were judged. As the oat crop of 1908 was in number of bushels 95.5 per cent. of the wheat crop it would seem that this crop is worthy of greater attention in the field crops competitions, and particularly in those districts where oats have proved to be a much more reliable crop than wheat.

During 1908 many new agricultural societies were formed, and there are now in Saskatchewan 66 agricultural societies. This should mean that during 1909, 66 agricultural societies will conduct competitions in standing fields of seed grain. The expense to the society is comparatively limited, as the Provincial Department of Agriculture provides \$66.66 of the prize money if \$100.00 is paid out. Also in many districts last year cash prizes



Have you heard of the great new Strawberry, originated from a cross of the wild Manitoba strawberry, and having the hardness of the wild berry? We also have a new line of Russian cross-bred Apples, originated specially for the Prairie Provinces, and offered this year for the first time. A full line of home-grown Nursery stock, of varieties best adapted to this country. Free catalog.

BUCHANAN NURSERY CO WINNIPEG, MAN.

St. Charles Village P.O.

Twenty-five Ft. Lots

anywhere in the City of Winnipeg at \$8.00 per ft., should be a good investment. To clear up an estate, I have instructions to offer for sale a block of lots near the Junction of the four railways at \$200 each, on terms of one-quarter cash, balance in 15 monthly payments, or 4 half yearly payments, interest 6 p.c. This is an excellent situation, being the only place in the City of Winnipeg where the four railways cross. Write for maps.

Agreements and mortgages showing a good margin of security purchased at the usual rate of discount. Securities arranged on the crop payment plan will not be considered.

City Property to Exchange for Farm Lands

Farmers wishing to purchase or sell City property should communicate at once with

WILLIAM GRASSIE

54 Aikins Building, 221 McDermot Avenue, WINNIPEG, CANADA
Phone 5327. P. O. Box 645.

and silver cups were given by newspapers, banks, boards of trade and enterprising citizens. The judges are provided by the Dominion Seed Branch, and the officers of the branch or farmers who have made a success of western grain growing. The cost to the agricultural societies is but small and the benefits large and far reaching. The competition raises a generous rivalry and keen interest among the members; the advertising in connection with the competition, both through the press and in the widely distributed report prepared by the Seed Branch is of benefit to the society and to the district. The greatest benefit, however, is to the members taking part in the competition. Though the cash prizes, usually \$40, \$30, \$20 and \$10, are large, yet the cash prize is but a very small part of the reward to a farmer who is a prize winner. The demand for first-class seed grain in this province is practically unlimited, and a farmer who wins a prize on a ten-acre field of oats or wheat, and later a prize at the seed fair can usually sell his whole crop of prize wheat or oats at from 25 to 50 cents per bushel above the market price. Also a prize winning field means a heavy yielding field. However, the great benefit to the farmer comes from the increased interest and pleasure which he takes in his farm life and from the resulting increased profit from all his farm operations. In order to retain his reputation as a prize winner he must unite science with practice, he must practice systematic seed selection, good cultivation, careful handling of his crop, close observation and accurate calculation.

All workers may not be winners, but winners must be workers. The farmers who in August next will be prize winners are the farmers who before seeding commences have selected their prize field and planned its cultivation, who have selected the very best available seed, and who before sowing will treat it carefully for smut. Also during the growing season they must watch their fields and pull out any stray weeds or grain heads of foreign variety. Many of the best prizes will this year be given for grain which has won both in the field and at the seed fair. Also from these prize winning fields will come the champion grain at the 1909 Provincial Seed Fair. To win a provincial championship is a feat to be proud of for any farmer and for any district. Probably the best advertisement which came to the Prince Albert and Francis districts for 1908 was the winning of the first prizes in

wheat at the Provincial Seed Fair. The first prize animals at our Provincial Fairs are the result of years of careful breeding and selection, and of a whole year's fitting, and the day is fast approaching when the first prize grain will also be the result of years of careful breeding and selection, and of a whole year's "fitting."

Standing fields of seed grain competitions have now been held for three years and the judges who have judged these crops report a great improvement in the methods of cultivation, care used in seed selection and in the general quality of the crops exhibited. A careful perusal of the report of 1908 suggests some features in which improvements might be made in 1909. While there were but a few low scores for weeds, yet the number was even smaller of those who received a full score of 25 points for total freedom from weeds. Many exhibitors lost marks because of a mixture of varieties, and as this can accurately be detected only in the field, it is necessary that the judges deduct heavily for this serious defect. There were but few low scores for smut, but also there were only three full scores for freedom from smut. This is a most important feature, as smut in a sample not only causes a great loss of points at the seed fairs but causes a large decrease in both quality and quantity of the yield. Many of these defects may in a large measure be remedied by careful cultivation, and by careful selection and treatment of the seed. Proper methods of cultivation and systematic seed selection are the basic principles for producing large yields and high grades.

TESSIER HOLDS LIVELY MEETING

The Tessier, Sask., branch of the Grain Growers' Association, held a largely attended meeting on the evening of March 19th, President Young in the chair.

Mr. Wager, a visitor from the Harris Branch, and who represented that branch at the Weyburn convention, spoke of certain things connected with the Association that had been brought to his mind at the convention. Among them, in his opinion, a Grain Growers' Association and a Working Man's Union would be a happy combination, the one being to a certain extent dependent on the other, and that the wage earner was as much entitled to protection as the farmer and grain grower.

Dr. Hill from Kinley, addressed the meeting for nearly two hours and kept the audience in one continuous state of interest, the repeated applause evidencing that his remarks were appreciated. He gave a review of the Grain Growers' Association, showing its advantages to the farmer, dealt at length with the grading and elevator system and the best methods of shipping and storing grain. He interspersed his speech with anecdotes and humorous illustrations that not only kept his audience in good humor, but convinced those present that he had made a study of the questions he was discussing.

After several questions had been asked and answered,



WILL THE HARVEST FIND YOU READY?

YOU owe it to yourself to be ready to take care of your grain after it is grown. It may ripen all at once—you will need to cut it quickly. When you start in, you hope to have the work go right along. You will have neither the time nor disposition to tinker with poor working machines, when you go into the field. Be wise in time. Give some thought to the machines you will use in the harvest, and do it now. A McCormick binder will give you a sense of readiness for the harvest that you can get in no other way.

If you purchase a McCormick you know that when you go into the field with your hired help, you will not be annoyed with breakdowns and delays—you will be able to harvest your grain in the shortest possible time—you will do it with the least labor on your part, and the least worry to your horses—you will be able to save all your grain.

The McCormick binder has stood the test of time. Its capacity to handle tangled down grain, the simplicity and reliable work of its knotter, its strength, its light draft, easy handling, uniform good work and durability mark it as one of the greatest triumphs in harvesting machine manufacture.

Other farm machines of McCormick make, a long line, are not less valuable than the binder. Every McCormick everywhere is recognized by farmers as a leader in its class. The list includes:

Grain Harvesting Machines, Binder Twines, Mowers, Tedders, Hay Rakes and Side Delivery Rakes, Hay Loaders, Sweep Rakes and Stackers, Disk and Shoe Drills, Cultivators, Smoothing and Disk Harrows and Scufflers. McCormick dealers also handle International Gasoline Engines, Cream Separators, Hay Presses, Wagons, Sleighs and Manure Spreaders.

For catalog and specific information on any McCormick machine, call on the local agent or write to the nearest branch house named below.

WESTERN CANADIAN BRANCHES—International Harvester Company of America, at Brandon, Man.; Calgary, Alta.; Edmonton, Alta.; Regina, Sask.; Saskatoon, Sask.; Winnipeg, Man.
INTERNATIONAL HARVESTER COMPANY OF AMERICA, CHICAGO, U. S. A.
(Incorporated)

and a hearty vote of thanks tendered to the visiting delegates, the meeting adjourned.

Tessier has a membership of over 50 and bids fair to become a live, go-ahead association.

REGINALD SHORT, Sec.-Treas.

FLOUR PRICES IN LIVERPOOL

Liverpool, Apr. 7th, 1909. The market has shown increased strength. An advance of 6d. is generally asked for American flours. For English flour holders bid higher prices but they are only paid by needy buyers. Forward business is at a standstill. Flour can be obtained shillings cheaper on spot than for shipment.

Minnesota 1st Patent	31s.—31s 6d
Minnesota 2nd Patent	30s.—30s 6d
Canadian Spring Patent	31s.—31s 6d
Winter First Patent.....	31s.—32s
Winter Extra Fancy	28s 6d—29s
Kansas Patent	30s 6d.—31s
Sales ex-store, not including commission, would represent an additional cost of 9d —1s per sack.	

Editor's Note.—It can be noted from the above prices of flour that the Canadian manufacturers of spring wheat patents get as much for their product as the American manufacturers, although the Canadian buys the hard wheat that goes into his flour at least 10c. per bushel less than his American competitor.

"Of all diversions for an anguished and sorrow-laden soul there is none comparable to a bit of honest work."

MR. MILLER AND DAKOTA PRICES

To the Editor Grain Growers' Guide:

Dear Sir,—I read with interest in the Nor'-West Farmer of 20th March, a letter from Mr. John Miller attempting to explain the higher prices for wheat in Dakota as compared with Manitoba. Mr. Miller's anxiety to have the Manitoba farmer believe that he is getting the full value for his grain is very amusing indeed.

Mr. Miller claims that the reason the American farmer gets more for his grain is the American requires all the good wheat for home consumption and that the lower grades of wheat are exported, but he does not say anything of the flour that is exported.

What difference does it make to us whether the Americans export their surplus in the manufactured article, flour, or in the raw material, wheat? Statistics show that the American exports in flour are now double or treble that of our Canadian flour. It must therefore be apparent to all that the American miller is able to compete in the flour market of the world with Canadian millers, and it would not be at all fair to say that our mills are second to any in the world. If so we should at once find why our mills are not equal to those of other countries. It is admitted that we have as good wheat as there is in the world, yet the American miller is grinding wheat that costs him at least 10 cents per bushel more than it costs the Canadian miller, and is still able to compete and deliver flour in competition with our Canadian miller in the foreign markets.

The following quoted from the "Weekly North-Western Miller" of March 24th, will substantiate the above facts, though I notice all through Mr. Miller's controversy, in his defence of the combines, he is very loath to accept the opinion of any person, and yet he seems to take for granted that we should accept his opinion in all cases.

"The following table shows entries of foreign flour, into London for two weeks with respective countries of origin, in sacks of 280 lbs.

	March 5th.	Feb. 26th.
United States (Atlantic Ports)	12,092	19,168
Canada	6,520	
France	820	375
Holland	585	130
Austria-Hungary	444	
Germany	262	250
Italy	206	
Russia	14	
India	5	
Total	20,948	19,923

Another report in the same paper says: "One Minneapolis mill reported good sales of patent to regular customers in the United Kingdom."

And again, "The trade in foreign flour is now confined

largely to American spring clears, in which grade considerable business has been transacted within the past few weeks. Second patents, both of American spring Manitoba, have also proved a good standby. Some of the second spring patents come very near to what are also called fancy clears."

Now surely the above facts show clearly that the United States people are shipping high grade as well as low grade flour. No doubt Mr. Miller will still maintain that the American farmer is not getting as much as those who are in a position to know say he does.

Sworn statements of many Manitoba farmers who delivered grain to the bonded elevators in North Dakota last November show beyond any question of doubt that while on November 10th, 1908, the quotation for Fort William No. 3 Northern was 98 cents less the freight and commission amounting to 10 cents, leaving 88 cents to the farmer net track price at Southern Manitoba points, the price paid on street at Hansboro, North Dakota, just across the line, on the same date for the same grade was 93½ cents; track price 97 cents, or 9 cents in favor of the Dakota farmer.

I have also before me a copy of the "Winnipeg Post," January 16th, giving statement taken from Bradstreet, showing the price netted by the American farmer for the 1908 crop up to that date to be 92 cents per bushel net to the farmer, as against a net price to the Manitoba and North-West Farmer of 81 cents per bushel upon the basis of the C.P.R. figures of the wheat crop of Western Canada. The report goes on to say, "it is inconceivable that the U.S. wheat crop should have sold for 11 cents per bushel more than the Western Canadian product. If this is indeed true, it is up to the grain men of this country to look into the matter."

In a card of instructions to an American local elevator operator, dated December 9th, 1908, he was authorized to pay \$1.00 for No. 1 Northern wheat at North Dakota points adjacent to the boundary, and on the same date Fort William and Port Arthur No. 1 Northern quotation is 98½, which with the deduction of 10 cents leaves to the Manitoba farmer 88½ cents. This is the track price of Manitoba quotations and the American quotation given above is street price.

If Mr. Miller would like further information and further proof as to the fact that the Dakota farmer is getting 10 cents per bushel more than the Manitoba farmer on the same date for the same article of grain, it will be forthcoming, but I think I have trespassed sufficiently upon your space for this time.

Yours truly,

Rosser.

W. H. BEWELL.

SYNOPSIS OF THE CANADIAN NORTH-WEST HOMESTEAD REGULATIONS

Any even numbered section of Dominion Lands in Manitoba, Saskatchewan and Alberta, excepting 8 and 26, not reserved, may be homesteaded by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one-quarter section of 160 acres, more or less.

Application for entry must be made in person by the applicant at a Dominion Lands Agency or Sub-Agency for the district in which the land is situate. Entry by proxy may, however, be made at any Agency on certain conditions by the father, mother son, daughter, brother or sister of an intending homesteader.

DUTIES—(1) At least six months residence upon and cultivation of the land, in each year for three years.

(2) A homesteader may, if he so desires, perform the required residence duties by living on farming land owned solely by him, not less than eighty (80) acres in extent, in the vicinity of his homestead. He may also do so by living with father or mother, on certain conditions. Joint ownership in land will meet this requirement.

(3) A homesteader intending to perform his residence duties in accordance with the above, while living with parents or on farming land owned by himself, must notify the Agent for the district of such intention.

W. W. CORY,

Deputy Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for.

Free 'Bus From All Trains

Seymour Hotel

Farmers from the Three Provinces make it their headquarters when visiting the city

Every street car passes the City Hall, which is only a stone's throw from the hotel entrance

Rates \$1.50 Per Day

JOHN BAIRD, Prop.

STATEMENT OF GRAIN SHIPMENTS

Which have passed the inspection point at Winnipeg during the month ending March 31st, 1909, as supplied by the Chief Inspector of Grain, Manitoba Grain Inspection Division.

SPRING WHEAT.	
	Cars.
1 Hard White Fife...	1
1 Northern	818
1 Northern	1344
1 Northern	1656
No. 4	732
Feed	68
Rejected 1	258
Rejected 2	260
No Grade	
Rejected	74
Condemned	4
No. 5	337
No. 6	111
No Established Grade.	4
Total	5760

WHITE WINTER.	
	Cars.
No. 1 Alberta Red ...	13
No. 2 Alberta Red ...	45
No. 3 Alberta Red ...	45
No. 1 White Winter ...	2
No. 2 White Winter ...	
No. 3 White Winter ...	
No. 1 Mixed Winter...	1
No. 2 Mixed Winter ...	7
No. 3 Mixed Winter...	
Rejected 1	6
Rejected 2	18
No Grade	3
Rejected	
No. 4	21
No. Five	25
Total	186

OATS.		Cars.
Extra No. 1 Can. West'n		
No. 1 Can. Western...	91	
No. 2 Can. Western...	701	
No. 3 Can. Western...	113	
No. 2 Mixed	10	
Rejected	37	
No Grade	9	
Extra No. 1 Feed ...	267	
No. 1 Feed	130	
No. 2 Feed	43	
Condemned	7	
Total	1408	

BARLEY.		Cars.
No. 1		
No. 2		
No. 3 Extra		
No. 3	78	
No. 4	57	
Rejected	18	
No Grade	1	
Feed	8	
Total	162	

RYE.		Cars.
No. 2	2	
Condemned	1	
Total	3	

FLAX SEED.		Cars.
No. 1 N. W. Man. ...	118	
No. 1 Manitoba ...	18	
Rejected	5	
No Grade	7	
Condemned	1	
Total	149	

TOTALS.	CARS	LAST YEAR	CARS
Wheat	5946	3564	4606
Oats	1408	1197	1900
Barley	162	130	206
Flax Seed	149	81	609
Rye	3		107
Total	7668	4972	7668

A WORD OF CAUTION

To the Editor of the Grain Growers' Guide:

Judging from 20 years' experience in growing wheat and watching results from big crops and small crops, I am of the opinion that the tendency this year will be to grow wheat at any cost and under any conditions on account of the high prices received the last two years.

Now it must not be forgotten that for the last two years only about one-third of the wheat districts have produced good and abundant yields. Had all the land sown in wheat given a good yield and good grades we would have about 150 million bushels instead of about 100 million bushels.

If we had sold the former amount instead of the latter we would have received about 25c. per bushel for the crop. Now it must be apparent to all that if the acreage of wheat is largely increased this year, which is almost sure to be the case, and if all the lands give good returns both in quantity and quality, it will be no exaggeration to say that we may have from 150 to 175 million bushels in place of 100 million bushels to place on the market.

Should we have a good crop with that quantity to sell, it would just mean so much less per bushel.

The high prices paid at the beginning of the seeding season will set many men on their ear as to sowing more wheat, and in many cases sowing wheat where something else might have been better—all in hope of getting big prices. Do not forget that high prices may or may not be warranted by supply and demand.

It is just possible, and very probable, indeed that the high prices may be the result of high handed manipulation, for you know as well as I do that wheat is all, or nearly all out of the farmers' hands and that the combined strength of all the combinations is able after they have the bulk of the wheat controlled, to make the consumer pay more than the supply and demand would warrant, and that by the time that the new crop would come to the market this all powerful combination will be just as able to put the prices down as they were to put them up.

No doubt you are all aware of and have not forgotten their action during last August and September, so ably exposed by "The Grain Growers' Guide." Thank fortune that we have a journal that is letting daylight into all this important matter. It is now reported that Mr. Patten, the Chicago gambler in wheat, is largely backed up by some of our largest Canadian milling institutions, but of course so cleverly manipulated that we will never be able to get sufficient facts to substantiate the reports.

What would be more natural to suppose than that the large millers, the dominant factor in the grain trade of the West, would help to bring about such a condition of affairs that would enhance the value of their manufactur-



WHEN You Buy first hand from the Manufacturer you Save Money. Wise men don't need mallets to drive this fact into their heads. Come direct to us for the lowest prices on

**Wire Fencing of Any Kind
Steel Posts, Etc.**

Munro Steel and Wire Works, Ltd.

WINNIPEG, MANITOBA

ed product, which may probably equal in value 20 to 30 million bushels of wheat, gaining from 10 to 25 cents per bushel more than cost price, and as soon as all the old stock was disposed of they would then be ready to put down the price of the new crop. Particularly will this be the case if the crop is large, but if small they will give a fair price and make the consumer "pay the piper."

Past history proves that large crops seldom give the producer more than the small crop, so that it must be apparent that "The more wheat that can be sold, the more money we would make," does not always hold good.

One thing that should be kept in mind is to sow in wheat just such land and none other as is fitted and in first-class condition for wheat. Be sure and get it in early. Ground that cannot be sown in wheat early had much better be put in good condition and sown in oats or barley.

Foreign countries seem to be taking more of our oats each year, and I expect to see the duty on barley reduced from 30c. to 15c. per bushel by the Americans for this year's crop, which will mean just that much more for your barley.

Yours truly,

"MOSSBACK."

FEEDING CATTLE AND FEEDING THE MARKET

To the Editor :

In reviewing a few of the arguments that have recently been given in favor of a change from the private or company owned abattoir system, I would like to point out that in spite of the lectures farmers have had on "Feeding the market all the year round," not ten per cent. of the farmers practice stall feeding to any extent. We cannot say that 90 per cent. do not understand their business. If feeding could be done for part of the winter it would be more popular, but the by-dealers keep the price down with their frozen stuff, and the only chance is late in the spring when we are too busy to look after it.

My contention is that we need an up-to-date storage system of an independent character. In suggesting that a combination of government ownership and farmers' co-operation might evolve a scheme similar to the plan of handling produce in the western provinces that has been quite successful, I have been criticised for giving this as an illustration, since the cases were not analagous. Well; very few illustrations used in an argument are analagous, but I contend that it was near enough for the purpose for which it was used.

I believe that emissaries of the by-cattle dealers are abroad seeking to choke off expressions from representative farmers in favor of a change. The cattle men have met at Brandon convention, and although resolutions prepared by several competent parties were handed to the committee, the chairman gave no opportunity for taking the vote, while the packing house man had all the time he wanted.

Yours truly,

Macgregor, Man.

J. BOUSFIELD.

Farm Lands and City Property

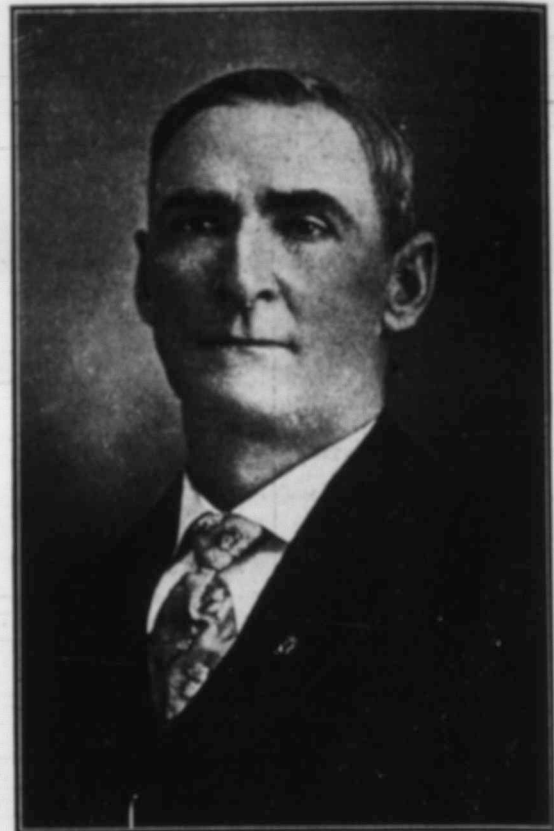
FOR SALE AND EXCHANGE

30 Years Experience in Western Canada

SEE ME for good lands and easy terms in any of Western Provinces, some on half crop payments. Also B. C. Fruit Lands for sale. Loans at current rates.

Office Phone 1759
House " 6381

J. B. GOWANLOCK
517 McIntyre Block, Winnipeg, Man.



R. J. AVISON—OAK-NOOK
Director Manitoba Grain Growers' Association

When Selling

The products of your farm, do you sell to the first bidder at whatever he chooses to give? Of course you don't—never a straw do you sell until you are satisfied you are receiving the top-notch prices—that's business.

When Buying

your Groceries for instance, do you pay just what the storekeeper asks or do you search the markets for the very lowest prices. Your name and address on a postcard will bring our price list. It quotes the lowest prices in the West.

Munro's 616 Portage Avenue
Winnipeg

MONEY!

Do You Want to Make It?

If so invest in good Real Estate.
We have a few lots in the cities of Winnipeg and Portage la Prairie 40 per cent. under their market value, clear title. City Property and Farm Lands Exchanged.
For sale on Crop Payments unimproved, S ½ 27-13-3 West 1st; Section 17-27-19 West 1st.

Thomas Wright & Co.
354 Main St., Winnipeg

When answering mention the "Guide"

THE LAKE LUMBER COMPANY LTD.



**DIRECT
FROM
THE
MILLS
TO
THE
CONSUMER**

Why pay a middleman's profit when you can buy direct from us at Manufacturers' prices. If you can alone or in conjunction with a neighbor order a car lot, we will send you a delivery of lumber—direct from the mills that will fill every requirement in your building, and save you thirty per cent. on retail prices.

Now is the time to build, or to get cheap lumber for future operations. It will not reach a lower point.

Our British Columbia Fir and Cedar Lumber is band sawed, dry, and the manufacture is perfect.

Shipments to Alberta and Saskatchewan from mills at Vancouver and Cranbrook, B.C. Mills also at Rainy River District, Ont., and West Selkirk, Man.

Green Cut Cedar Fence Posts at wholesale prices.

Write for Catalogue H. and price list of lumber delivered at your station. You pay when you have received and are satisfied with our delivery.

THE LAKE LUMBER CO. LTD.

WINNIPEG, MAN.

CUT OUT, MARK AND MAIL US

Gentlemen:—I am interested in the article indicated by check mark X and would like to have you send me your prices.

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TOWN..... R. R. STATION.....

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|--------------------------------|-----------------------------|
| British Col. Fir Lumber..... | Building Paper..... |
| British Col. Cedar Lumber..... | Roofing..... |
| Spruce Lumber..... | Lime..... |
| Pine Lumber..... | Cement..... |
| Tamarac Plank..... | Plaster..... |
| White Poplar Lumber..... | Brick..... |
| Rough Lumber, Mixed..... | Paints..... |
| Hardwood Lumber..... | Glass..... |
| Cedar Shingles, No. 1 XXX..... | Drain Pipe..... |
| Lath..... | Corrugated Iron..... |
| Windows and Doors..... | Steel Ceiling..... |
| Mouldings and Trimmings..... | Rock Faced Siding..... |
| Interior Hardwood Finish..... | Compo Board..... |
| Storm Sash..... | Shingle Stain..... |
| Screen Windows and Doors..... | Eave Troughs..... |
| Fence Pickets..... | Metal Shingles..... |
| Cedar Fence Posts..... | Lunt-Moss Water System..... |
| Cedar Poles..... | Maple Flooring..... |
| Tamarac Piling..... | School Seats..... |



D. D. McARTHUR,—LAUDER
Director Manitoba Grain Growers' Association

FARMERS AND HIGH FOOD PRICES

In any discussion that might arise as to the condition of the tiller of the soil, the townsmen will invariably point to the fat prices that farm produce brings in the city market—prices which the working man and his family must pay, and in all seriousness wants to know what more the farmer can possibly desire,—does he want to make the people pay MORE for the farm products they consume?

Another question that agitates the average city man is that when he has to pay so much for his beef, pork, butter, eggs and vegetables, why do the farmers of the Western Provinces not raise enough of these commodities to feed the people of the province, and stop the importing of food products which the country is so well adapted to produce?

Unfortunately the farmer does not bring his wares to the city man's door and get the price the city man has to pay. Between these two stands a line of middlemen who all take toll off the goods as they pass. The toll is paid partly by the producer and partly by the consumer, and is frequently out of all proportion to what they have to pay for the necessities of life. It is marvellous how much of the value of these articles of production the middlemen can manage to annex during the short time it is in their hands.

Mr. S. Benson, of Neepawa, writing recently to the Farmers' Advocate, mentioned the case of a farmer from that district who shipped a carload of potatoes to Winnipeg. A commission merchant sold the potatoes for \$230.00, retained \$100.00 commission and sent the farmer \$130.00.

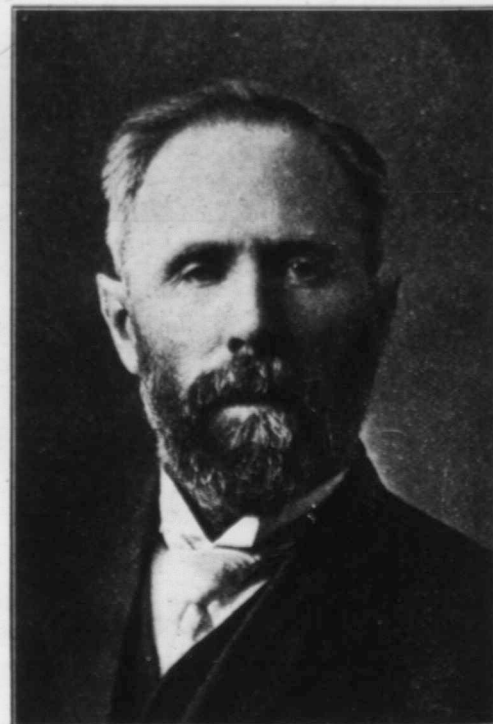
At a conference between the British Columbia Fruit Growers and F. W. Peters and W. B. Lanigan representing the C.P.R., J. A. Allcock, of Penticton, stated that settlers were leaving British Columbia because they were unable to make fruit growing pay. He claimed that there was a hold-up on the Winnipeg market whereby dealers and commission men, through excessive charges, made prices prohibitive. He stated that the dealers in many cases were getting 300 per cent profit where the grower was getting from one to two per cent.

berta to report on the pork packing business, after reviewing the terms of the commission and the evidence taken the various parts of the province, goes on to say: "The evidence is that not only has the farmer not received what he considers a fair price (five cents per lb. live weight) for his hogs, but that he has not in very many cases been able to receive any price at all. That is, he is able to overstock the market; that his energies have been curtailed on this account, and that he does not know where to turn for a market for what he can raise in the hog line, even at any price, and still 75 per cent. of the cured meat is imported.

These are the local conditions, or to put the matter more plainly, while 75 per cent. of the cured article is imported, and no kick made by the local packers, at least one-half of our more energetic farmers have been compelled to go out of the hog industry on account of no market at all, and not receiving a living price for his hogs during part of the year, to say nothing of what could be done by farmers who would become producers of hogs and farm products suitable for feeding them. This is a serious and distinct loss to the Province as a whole, and there should be some remedy."

Men have come to Alberta from the so-called hog states of the American Union because they want to better themselves. They have come from Eastern Canada for the same purpose, and TO HOLD THEM, ALBERTA MUST SOLVE FOR THEM THE DIFFICULTIES THEY HAVE RUN UP AGAINST IN THEIR FORMER HOMES AND ONE OF THESE IS THE LACK OF A STABLE MARKET FOR THEIR FARM PRODUCTS."

The above may be extreme cases, but they clearly establish how conditions operate to discourage production by unremunerative prices to the producer and curtail consumption by prohibitive prices to the consumer. It may easily be taken for granted that the Neepawa farmer mentioned by Mr. Benson will curb his enthusiasm for potato culture, excepting in so far as his household requirements are concerned, and in the face of his experience no amount of eloquence on the part of Agricultural professors and writers on the profits to farmers of raising roots and vegetables will induce him to continue sending potatoes to Winnipeg until conditions of marketing farm produce there are changed.



PETER WRIGHT,—MYRTLE
Director Manitoba Grain Growers' Association

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A. M. WILSON-MARRINGHURST
Director Manitoba Grain Growers' Association

ROUTE BY HUDSON'S BAY IMPERATIVE

Of the many problems to be met in the marketing of grain the transportation problem seems to be one of the most important. Each year of a bountiful harvest sees a blockade, a drop in prices, a loss to the producer, and often an impossibility to realize on grain in any form, leaving the producer hampered and pressed on all sides. In fact, in the crop year of 1906 cars ordered on Oct. 20th were not spotted until Feb. 18th and when loaded were not got to the terminal until April, at least the returns were not in the farmers' hands until that time. During all that time the Western farmer was being pushed and threatened, while he had no redress or means of retaliating. In 1905 the C.P.R. ran all available cars and motive power west of the lakes and gave a fairly good service there, but this only showed the weak point of the system. The Soo canal proved quite inadequate to meet the demands, the buyers at once dropped prices to winter storage basis, which meant much the same as blockade as far as prices were concerned. By many it is contended that the opening of the C.N. and G.T.P. will offset much of the difficulty. But when we realize that the C.P.R. can only in very favorable winter weather haul to the railroad 500,000 bushels a month, only a very little relief can come from that direction. The Georgian Bay Canal system, another pet scheme, has a flaw, for if one railway can block a canal system with but one lock, what will the effect of two roads going through what is claimed to be a much richer wheat country be on a canal system of several locks. Under the existing conditions it takes an average of 18 cents per bushel to place wheat at tide-water at Montreal, half of this being freight from Fort William to the seaboard. From the centre of the Western wheat belt the distance to Fort William and Fort Churchill on Hudson's Bay are alike, therefore wheat could be placed at tidewater at Fort Churchill at 9 cents per bushel, or on the export wheat of 1906 a saving of \$6,750,000. The cost of road, terminals and surveying of Bay and Straits, as lately brought down by Mr. Sifton, M.P. of Brandon, could be saved in the difference of transportation in a

very little over four years. This saving of 9 cents per bushel would mean a straight raise of that sum to the producer, as we are supposed to sell at the world's market, less transportation. Regarding the navigation of Hudson's Bay and Straits there seems to be great diversity of opinion, some going so far as to say that only the months of July, August, September and October are available, but for many years the whaling fleet has touched Cape Farewell for their fresh water supply in the early part of May and at once proceeded to the mouth of Hudson Straits and started to prosecute their calling. The Monetary Times of February, 1906, contained several articles by business men of Toronto (members of the Board of Trade), claiming that fishing could be carried on all year round in the Bay and Straits. They contended that the trouble lay at the mouth of the Straits, but the fact of the whaling fleet operating there in May and June, which they claimed were the worst months, completely offset that contention. Fort Churchill is considered one of the finest natural harbors in the world, and all records by Hudson Bay Company employees show that ice does not form in the harbor. Mr. Thebaudeau, C.E., made extensive soundings last fall. He reported very favorably regarding the dockage, with good natural accommodation for wharfs, elevators, etc. The average rise of tide he gives at twelve feet. Now if there is a rise and fall of twelve feet each twelve hours in an ocean with a coast line of over 5,000 miles, the waters of which are forced through a few narrow channels, the chances for ice must be small indeed if the lowest temperature reached by Mr. E. Mosher, who spent from 2nd of September till the 7th of January at Fort Churchill superintending the construction of buildings for the R.N.M. Police. He also says he would just as soon be at Churchill as Halifax as far as climate is concerned. By all who have given the Hudson Bay route any consideration it is claimed to be the natural outlet for the three prairie provinces, and our only rival in the production of hard wheat (Russia) ships her hardest wheat at Archangel, four hundred miles further north than the most northerly point touched in the navigation of Hudson Bay, and that wheat has to pass well within the Arctic Circle in rounding Cape North. This is accomplished all through the month of December and no one seems to consider it anything out of common. The cry of every Western grain grower is for the Hudson Bay route, and let that cry be very emphatic, for with the crop prospects of to-day we are face to face with the greatest grain blockade on record.

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INTERESTING HAPPENINGS AT HOME AND ABROAD

TO AID THE FARMERS

Forty-six powers of the old and new world recently ended at Rome, Italy, the first session of the International Institute of Agriculture. In this mighty aggregation of scientists, the greatest of its kind ever held in history, there is a monument to the enthusiasm, the imagination and the persistence of one American citizen, David Lubin, of California, conceived the idea several years ago, and, in the face apparently of insuperable obstacles, at his own expense and with no possible hope of gain or even reimbursement, doggedly pursued the germ of thought across continents and oceans, through cities and the devious channels of international diplomacy, until he had interested Kings and Presidents, Congresses and Parliaments, and obtained for the child of his brain a permanent habitation in a marble palace by the historic Tiber.

The King of Italy built the palace for the institute, and endowed it with an income derived from the rents of one of his private estates, and within its walls from time to time in the future the nations of the world will gather to exchange thought, statistics and inventions for their mutual benefit. While the good aimed at is the good of all the people of all the countries, those who till the soil will be the earliest beneficiaries. To aid them in harvesting larger crops, to help them in wider markets, TO GUARD THEM FROM THE EVIL EFFECTS OF THE SPECULATIVE EXCHANGES WHERE PRICES ARE MANIPULATED WITHOUT REGARD TO THE MAN WHOSE SWEAT HAS BEEN SPENT ON THE SOIL, will be a few of the subjects sought by the institute. The fact that 46 governments have put their shoulders to the wheel of the project promises well for its success.

ITALIAN KING'S INTEREST.

The first the world knew of Lubin's work was when it was learned that King Victor Emmanuel had become an enthusiast on agriculture and had written a letter to his cousin, Giovanni Giolitti, president of the Council of Ministers at Rome, outlining the project of the institute. In consequence of the King's letter an invitation was sent out to the principal governments of the world asking them to send representatives to the preliminary meeting in Rome during May and June, 1905. The United States was represented by Ambassador Henry White, A. F. Woods, assistant chief of the bureau of plantations and of the Agricultural Department, William F. Hill, of Huntingdon, Pa., Master of the state Grange. Articles of organization were drawn up, and the next step in the proceedings was taken in the shape of a treaty signed by no less than 42 powers. Later four more countries signed and, in consequence, every important country and nearly every big colony in the world is bound by the provisions of the treaty. Such men as Ambassador Lloyd C. Griscom, of the United States; Count Faina, of Italy; the British under Secretary of agriculture, and the plenipotentiaries of the various powers represented at Rome, attended the preliminary meeting during the summer, and Count Faina was elected president of the permanent committee.

At the preliminary conference the scheme of the work was divided into three branches or bureaus. The first was to be that in control of the clerical and financial details; the second to have charge of the general statistics and agricultural information, and the third of information relating to economic and social institutions. Under the last named are included the subjects of wages of farm labor and information concerning the agencies of co-operation, insurance and agricultural credit. The second bureau, however, is by far the most important in its scope, as it has charge of the chief subjects for which the institute was organized—agricultural statistics, including everything connected with animal and vegetable production and distribution, prices and wages, and the diseases and pests of plants and their remedies.

The expenses of the institute, except its home, which is borne by the King of Italy, are borne by the various countries represented, the amount of assessment being pro rata according to the number of votes each country hold at the convention. Hon. Sydney Fisher, Dominion Minister of Agriculture, was Canada's representative at the Institute.

THE GRAIN EXCHANGE AND TRACK AND COMMISSION BUYERS

A rumor has reached The Guide to the effect that the wing of the Grain Exchange members, represented in the elevator interests, are much concerned over a question that has arisen as to the legality and constitutionality of the feature in the commission by-law of the Exchange restricting the operation of track buyers and commission men at country points.

The clause in question relates to any member giving any "consideration to any party or parties whatsoever to influence or procure shipments or consignments of grain to any member or members of this Exchange."

The elevator people naturally desire to have the power to enforce this restriction, since they have agents at every shipping point in the person of their elevator operators, and thus gain an advantage over commission men and track buyers, who are debarred by the rule from employing anyone to secure grain for them.

It is reported that the elevator interests have become so alarmed over the possible illegality of this point in the Exchange constitution that their legal representative has been sent to Ottawa to ascertain if legislation cannot be enacted to legalize this restriction beyond any question of doubt.

If this is true it looks like a practical admission that the restriction in question is illegal. It is scarcely probable that the Ottawa Government would entertain any proposed amendment of this nature, when it is taken into consideration that the local government saw fit to amend the old charter of the Grain Exchange on this particular point a year ago.

At a recent meeting of the Bowsman Grain Growers' Association, the following resolution was prepared:

"Whereas the cattle, hog and farm produce industry of this district is a necessary adjunct to farming, this Association asks the Central Association to use their influence towards remedying existing abuses by encouraging the formation of a company to handle all produce of the farm on lines somewhat similar to the Grain Growers' Grain Co.

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THE GUIDE'S "MAILBAG"



Selections from a Mass of Correspondence Relevant
to the Purposes of "The Guide"

TO IMPROVE THE FRANCHISE ACT

Hamiota, Mar. 3rd, 1909.

Editor G. G. Guide:

Dear Sir,—The spirited and prolonged discussion in the local parliament house this present session over voters' lists, brings forcibly to our notice the absolute necessity for an improvement in the Franchise Act which will be more satisfactory to all parties. According to the views of the opposition members the present method of compiling the list is unsatisfactory because the registration clerks are too anxious to have their own party names on the lists and the other party left off.

This will apply no matter which party is in power.

The government in turn claim the present act is all right if the requirements are fulfilled, these, the opposition claim are almost impossible. Both parties admit that the present system is expensive on account of having to be done every year at a cost of \$20,000 to \$30,000.

In the resolution submitted at our Grain Growers' convention in Brandon (and spoken of by a number of delegates both for and against) a suggestion was made to have some property qualification required before a name could be placed on the list. This seemed to strike a number of the delegates as being unfair because it would disfranchise a number of the hired men, some of whom are quite intelligent. This argument appeared to influence a large number of the delegates who had given the matter no previous consideration, against the resolution, especially, we think, on account of the way Mr. Partridge and Mr. Scallion expressed themselves, and the matter caused such a commotion in convention that the mover withdrew the resolution.

A number of the sub-associations had discussed this matter at different times and a few had passed upon it and sent it in to the Central Association. Those sent in favored the adoption of the municipal list for both provincial and federal elections.

Now, Mr. Editor, although some of our best men oppose the adoption of such a franchise act, I think its good points would far over balance its poor ones, although a few good men might lose the privilege of voting for once. If they were at all anxious to vote they could easily acquire enough property to have their names placed on the list, while those who care nothing for the vote except for the cash value of it at election time, would be deprived of it.

The latter class are the ones who do the damage. They have no interest whatever in the government or legislation of the country, but can be bought up in sufficient numbers to turn an election against the wish of the majority who are really interested in and anxious about the legislation.

A claim is made by some who are opposed to the scheme, that many of the property holders can be bought up, too; but we think they are few in comparison, and it takes more money to buy them, consequently it would be much more difficult to turn an election.

Mr. Partridge says, give every man his franchise and endeavor to educate him to vote right. But we cannot conceive of ever attaining to a condition where we could educate a man to refuse money held out to him for what he considers of no value to him if used otherwise.

The chief objection to the adoption of the municipal

list outside of the property qualification seems to be the inclination which it might lead to by the two political parties striving to elect their own supporters to the municipal offices. But we think the said officers, who would be chiefly interested in preparing the lists, viz., the assessor and the clerk, would be so near home and so well known they would be much less apt to resort to questionable practices than the officials who are at present responsible for that work. We also think there would be more strict attention paid to the lists and not so many mistakes made. And last, but not least, \$20,000 per year saved to the province.

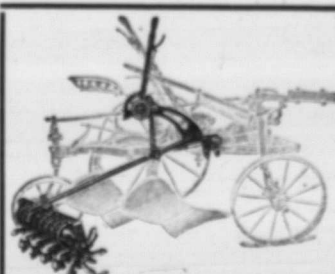
We would like to see this matter thoroughly discussed through the columns of the Guide before next convention and some reasonable improvement arrived at which could be agreed upon, when we feel satisfied it would be adopted by the government and made law before next election.

Yours truly,

H. A. FRASER.

Hamiota, Mar. 3, 1909.

Youth will never live to age unless they keep themselves in health with exercise, and in heart with joyousness.—Sidney.



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Spruce Grove Centre
Feb. 9th, 1909.

Dear Sirs—The Kramer Rotary Plow Attachment which we purchased from you has given perfect satisfaction. We find it does good work and fills a long-felt need for conserving what moisture is in the ground. We found it added very little to the draft, and four horses handled the plow and attach-

ments quite handily in deep plowing. Yours truly,
THE WINTERBURN FARM CO., LTD.

Horse Hills, Feb. 3rd, 1909.

Dear Sirs—The Kramer Rotary Harrow appears to me to fulfil the primary conditions of proper soil tillage; for the ploughing and harrowing are done simultaneously, so that a perfect dust mulch is made, and no chance given for the escape of moisture. My land looked like a piece of velvet, so well was the pulverization done.

Yours truly, FREDERICK SAEGERT.

It fits any Sulky or Gang Plow. It saves all
the labor of Harrowing.

It puts the ground in good condition. Keeps the moisture in
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Send for descriptive circular and our catalogue. We will
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BANK STOCK

IMPORTANT ANNOUNCEMENT

WE WISH to inform Western Farmers, Workingmen and Merchants that we have been appointed by THE HOME BANK OF CANADA, sole agents for selling their stock in a Western Canada. At present almost all the stock of our Banks is owned in the East. We want to give Western men a chance. The great bulk of the business of our Banks is done on the money deposited in them. The common people, farmers and workingmen, contribute the greater bulk of these deposits.

Our Purpose.—To make THE HOME BANK OF CANADA THE GREAT COMMON PEOPLE'S BANK.

Our Plan is simple. 1st: To get every farmer and workingman in the West, who can afford it, TO BUY AS MUCH HOME BANK STOCK AS HE CAN, and, 2nd: To get every farmer and workingman wherever possible TO PUT HIS MONEY, WHEN HE HAS ANY TO DEPOSIT, IN THE HOME BANK.

The Result.—The strongest Bank in the west, which will have regard for the interests of the common people and no particular class, and a Bank also that will pay good dividends upon its stock. Bank stocks are profitable investments. See our Prospectus for fuller information. Get busy. Use your head and think this out. Then turn that money you have deposited in your bank into Home Bank Stock where it will earn good money. Read our Prospectus, and write us for information.

GRAIN GROWERS' GRAIN CO.

WINNIPEG, MANITOBA

THE QUESTION OF THE HOUR

To the Editor of the Guide :

Dear Sir.—The mountain has labored, and brought forth a mouse. In other words the three Premiers have considered the proposition of the Interprovincial Council, and their answer is, No.; and that is the only thing I give them credit for. They were manly enough to give no uncertain sound; they have said no, and no doubt they mean no, but when they come to give their reasons for saying no, they are not quite so frank.

They assume it is necessary to make the storage of grain at shipping points a monopoly, and then bewail the fact that they have not the constitutional power to do it.

They allege it is essential to the success of a system of internal elevators to have a monopoly notwithstanding that no man or company has ever had a legal monopoly and still the elevators flourish and new ones are constantly being built.

But though no company has ever had a legal monopoly, and as they got that monopoly, so may our government get a monopoly.

Why cannot our government take a leaf out of the book of the trusts. When the Standard Oil Co. wanted to get a rival out of the way they offered him a little less than his plant was worth, and if he was wise he took their offer, for if he did not they sold so cheap in his neighborhood that he was forced to the wall.

Now, we do not want our government to wrong any man or company, but if the government announce their intention of establishing a system of elevators and let the owners of elevators know they mean business there is not an elevator on the plains they can not get for its value, and why should our government hesitate to use in the interests of justice a weapon that the trusts use for greed.

Let us see how our premiers compare with premiers we have had. In 1887 our province groaned under railway monopoly. The Dominion Government had covenanted with the C.P.R. to allow no other railway to build into the Canadian west. The provincial government

chartered a railway across the boundary, but the Dominion government disallowed the charter.

What did Premier Norquay do under the circumstances? The law was against him and the constitution was against him and he had far more excuse for masterly inactivity than our premiers have under the present circumstances. But John Norquay said: "Though they refuse to charter railways and though they disallow our charter they cannot hinder us building a railway in our own province." And he projected the Red River Valley Railway. Take another instance. Some years ago it was more than suspected that Manitoba wheat did not reach the old country markets as it left Manitoba. It was believed that Ontario and Manitoba wheat were mixed and sold as Manitoba wheat. Premier Greenway asked the Dominion Government to make certain regulations with a view to stopping the mixing. The Dominion Government did not do so. Did Premier Greenway bemoan his lack of power and shield himself behind the constitution? No. He sent the present warehouse commissioner, C. Castle, to Ottawa to inform the Dominion Government that if they failed to make the desired regulations he would inaugurate a system of provincial inspection and that he would decrie Dominion inspection on every market in Great Britain.

And then they say it will cost a lot of money. Now, Mr. Editor, I do not want to say anything unkind, but it does seem strange that they can find money to buy telephone systems and bonus railways but they don't think they can afford to build shelter for the chief product of the country. It would be just about as sensible to say you could not afford to build a bank to hold gold as to say you could not afford to build an elevator to hold grain. Grain will pay its way.

What are the G. G.'s going to do about it? Are they going to accept the crumbs of comfort the Premiers so generously offer them and hope things will right themselves, or will they continue the fight until victory is theirs?

A grave responsibility rests on the central executive at this time. Much depends on the action they take, but

Think Only of Permanency

When buying fencing FORGET about the NOW cost. Do as the railways. Think only of PERMANENCY. Select the fence with the quality, weight, stiffness and strength to give longest service. And three or four years from now you will shake hands with yourself because you were shrewd enough to see eye to eye with the railways and buy IDEAL woven Wire Fence.

This Lock makes "IDEAL" FENCE Strongest in Existence

No fence has a simpler lock than the IDEAL. Yet the railways have proven to their entire satisfaction that the IDEAL lock has the greatest gripping-tenacity. Other things being equal, the impossible-to-release grip of this simple lock makes IDEAL fence strongest in existence. But other things are not equal. IDEAL Woven Wire Fence has the best quality of hard drawn elastic steel wire laterals. It has the stiffest uprights. The galvanizing is the smoothest and heaviest—most rust-proof. The scales prove IDEAL the weightiest woven fence. What further reason do you need to prompt you to buy IDEAL fence? Well, here is another: IDEAL Fence will cost you no more than other fences that you will not buy if you think only of permanency. Our fence and gate booklet shows different scales for horses, cattle, hogs, etc. Write for your copy.

JOIN OUR STAFF OF AGENTS and increase your income. The weight, quality and strength of IDEAL fence make it easiest to sell.

THE IDEAL FENCE CO., LIMITED. DEPT. G, WINNIPEG, MANITOBA.

in the last analysis it depends on the Grain Growers themselves. Whether they win or lose they have the power if they choose to exert it.

Minto, Man.

HENRY LEATHERS.

GRAIN LOADING PLATFORM AT WEYBURN

To the Editor of the Grain Growers' Guide.

I would like to point out in the Guide one or two things in connection with this matter. In the first place, it seems to me strange that there should be any question in the mind of the Warehouse Commissioner as to the granting of a platform of the required size when a properly signed petition is presented to him (in conformity with the Manitoba Grain Act), unless he is standing in with the elevator and railway corporations. If he is, in his official capacity, making any attempt to benefit the farmers, I am at a loss to see where it comes in. There is nothing in the act to compel a farmer to ship a bushel of grain through an elevator. If he wishes to use the platform for shipping the whole of his crop he has a perfect right to do so. Then why does Mr. Castle bring in the question of elevator space as an excuse for not enlarging the platform? It is nothing short of an attempt to make farmers ship through the elevators, and I do not understand why a few of our leading members of the Provincial Associations appear to view it in any other light. It is a matter of feeling with some that we are going to put the railway companies to too much expense in enlarging platforms that may have to be pulled down when we get Government ownership of elevators? Never fear! The cost will be infinitesimal anyway. In the meantime we want some relief and the only way to get it is by the extension of loading platforms. Mr. Castle's statement that four-car platforms will accommodate over 100 cars a month shows how little he studies the question. If he does study it he is just bluffing the farmers. To do as he states, a continual supply of cars would have to be on hand; so soon as four cars were loaded they would immediately have to be passed out and four other cars spotted, and this would have to continue from day to day, indefinitely, throughout the season. Now who ever heard of this supply being forthcoming at any point and an engine kept to do the necessary shunting at a given moment, together with the placing of the required supply to the elevators? If such a car supply existed there would be no need for any order book, and the transportation question would be settled. Take another view of it. Suppose four cars have just been loaded at the platform and other four cars have just arrived, how can Mr. Castle or anyone else demand that these four empties be placed at the platform? The four following names for cars on the order book may be for the elevators. It is easy to see that it is quite possible for twenty consecutive names to be on the book for the platform, and now twenty for the elevators. I am well aware at many points a four-car platform is sufficient, because at one point the platform is not patronized to the same extent as at another point, although the quantity of grain shipped from the two points may be quite similar; but where the farmers wish to load more of their grain over the platform, and respectfully petition the Commissioner for such accommodation to be provided (in accordance with the Grain Act) as has been done by the Weyburn district on several occasions, why does Mr. Castle ignore such just demands? Is it not plain which side he is fighting for? Consequently is it not time, when the Warehouse Commissioner is found exercising a discriminating influence, that the Act should be so amended as to compel a public servant to do his duty in a fair and impartial manner? Much as I am in sympathy (as I believe most of the members know) with Grain Growers' Associations, I could not help feeling amused when delegates at the Manitoba convention advocated more power

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being given the Warehouse Commissioner "re railways and loading platforms." Why the Commissioner does not use a tenth part of the power he already has under the present Grain Act; how, then, can he be expected, if given a freer hand, to force conditions advantageous to the Grain Growers when he will not exercise his present prerogatives?

It has been suggested that if the farmers of any district had it in their power to force conditions in the matter of platform accommodation they would demand from the railway companies something altogether unreasonable. Why should a body of farmers be supposed to do anything so idiotic? I believe it would be in better taste if some of the leading spirits at our Grain Growers' conventions would just occasionally give the rank and file credit for more sense.

Yours truly,

FRANK SHEPHERD.

Weyburn, Sask., 6th March, 1909.

A GRAIN GROWERS' BANQUET

On Thursday evening, 4th March, at the farm of Mr. I. D. Hunt ("Springbrook Farm") 100 people sat down to a sumptuous repast.

The banquet was given by the local branch of the Grain Growers' Association, having as its honored guests the ladies of the district, the members' wives and daughters. After the usual number of toasts and speech-making had been disposed of a musical programme was rendered, consisting of vocal and instrumental numbers. The young people finished what was left of the evening—or rather morning—in a way which young people have a habit of doing when given good music and ample floor space. The other branches represented were: Pine Creek (Mr. Bennett); Austin (Mr. Balsover); McGregor (Mr. Rowan).

The Struggle for Government Elevators with Reasons Therefor

BEING PART OF THE UNFINISHED STORY OF THE GRAIN GROWERS' FIGHT WITH THE INTERESTS WHICH DOMINATE THE GRAIN TRADE TO THE INJURY OF THE PRODUCERS

PREPARED AND ISSUED UNDER THE DIRECTION OF THE SECRETARY OF THE INTERPROVINCIAL COUNCIL OF FARMERS' ASSOCIATIONS FOR ALBERTA, SASKATCHEWAN & MANITOBA

The experiences of the Grain Growers' Grain Company, a Farmers' Co-operative movement, the membership of which was largely recruited from the ranks of the Grain Growers' Associations, gave the first unmistakable evidence of the existence of an oppressive combine among grain dealers, which artificially controlled prices and extinguished competition.

As a result of representations made to Parliament, a Grain Commission was appointed to investigate conditions in the grain trade, with a view to securing remedial legislation.

Enough evidence was brought out at the sittings of the Commission in Winnipeg to justify the Grain Growers in bringing suit against certain members of the Grain Exchange on a charge of unlawful conspiracy in restraint of trade.

The deficiencies of the criminal code, rather than lack of evidence of wrong doing, led to an acquittal. The Executive of the Manitoba Grain Growers' Association, taking all the evidence into consideration, came to the conclusion that it was necessary to have the charter of the Winnipeg Grain and Produce Exchange so altered as to prevent certain objectionable practices which were countenanced by the by-laws of that body. They at the same time recognized that the real strength of the combine lay in the possession of practically all the storage facilities throughout the West by a few strong corporations, who were dominant in the councils of the Exchange. They, therefore, prior to the elections of 1907, appealed to the Manitoba Government not only to amend the charter, but to acquire and operate a system of storage elevators at initial points.

These requests were endorsed by the Grain Growers' Convention held in Brandon shortly afterwards.

The Government declined to act on the request of the Grain Growers alone, but agreed to call a conference of Reeves and others in the following June, and declared themselves prepared to carry out the findings of that conference.

This conference recommended certain amendments to the Grain Exchange charter, and in addition passed the following resolution:

"Resolved: That this Conference, for the reasons advanced in the clause on Government ownership of storage facilities in the circular issued by the Manitoba Grain Growers' Association and appended hereto, urgently requests the Provincial Government to acquire and operate a complete system of storage elevators throughout the Province along the lines suggested in the clause referred to above, and that the Provincial Government requests such modifications of the Grain and Inspection Acts, and such co-operation of the Dominion Government, as will make the system capable of yielding the most benefit possible to the producer."

The clause referred to as containing the reasons for

making the request for Government ownership reads as follows:

"Clause 4. Government ownership and operation of elevators, both terminal and line.

"The large elevator interests, supported by many strong financial interests and working in harmony with large milling interests, are becoming dangerously strong. Possessing practically all the storage facilities of the country at initial points and controlling a large portion of the terminal elevator space as well, supplying the only avenue by which the farming population, lacking both storage facilities and money, can quickly dispose of their grain in the absence of adequate transportation facilities, they are able to buy the greater part of the crop at a price much below its legitimate value. In addition to this they are able, if unscrupulous in the methods employed in their elevators, to increase their profits still further by giving light weights, low gradings, taking heavy dockage and changing the identity of the farmers' special binned grain at initial points and by skimming grades at the initial, intermediate and terminal elevators. With all these advantages theirs, they can steadily under-sell competitors having no storage facilities until such competitors are driven out of business. They would then be in the enjoyment of a monopoly of the grain trade."

"There appears only one practical way to prevent the creation of this monopoly and to free the trade from the many abuses consequent to the storage facilities being in private hands and operated for the advantage of the dealer rather than the convenience of the producer."

"This is for the Provincial Government to create a complete system of government owned and operated storage elevators throughout the province by buying all the initial elevators that could be purchased at a fair valuation and supplementing them with a sufficient number of new ones to provide adequate government storage at every shipping point."

"The new elevators would be constructed on a uniform plan with uniform sized bins for the more part, say one thousand bushels capacity, and the old ones re-modelled by sub-dividing the large bins."

"They would be equipped with up-to-date cleaners so that the grain might be cleaned to grade requirements before being weighed and stored and the screenings returned to the owner. The owner could thus supervise the cleaning of his grain, save freight on dirt and take back the screenings to be used on the farm for feeding purposes."

"They would also be equipped with scales for weighing in and out."

"Provision would be made for small lockers in which a sample of each load after being cleaned would be

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F. o. b. Brandon per 100 lbs. \$7.50.
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Drought-defying, frost-resisting, it adapts itself to almost every condition of the soil, yielding enormous crops of splendid hay and affording early and abundant pasturage. Our seed of this magnificent grass is unequalled for purity and high germination, and less seed per acre is required than any other grade. F. o. b. Brandon \$12.50 per 100 lbs; F. o. b. Calgary \$13 per 100 lbs.

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B&ETS —McK's Extra Early	.05	.10	.35	1.00	"	—McK's Grand Rapids	.05	.20	.50
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CAULIFLOWER —McK's Early					Danvers	.05	1.95
Snowcap	.25	3.00	PEAS —McK's Manifold	.0535
CELERY —McK's Giant Pascal	.05	.20	.60	RADISH —McK's Rosy Gem	.05	.15	.35	1.00
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deposited, giving a true sample of the contents of the bins."

"A farmer presenting himself with wheat would be allotted a bin at a fixed rental per month or fraction thereof (with cleaning and insurance charges where cleaning and insurance were stipulated for). Thus no one would occupy space which he was not prepared to fill in a reasonable time."

"A storage receipt would be issued for each load."

"As soon as a bin was filled the operator would mail a sample drawn from the locker to the chief grain inspector who would issue a grade certificate therefor giving grade, weight per measured bushel, place of storage, number of elevator and number of bin. On the receipt of the grade certificate and on presentation of the storage receipts the operator would issue a warehouse receipt to the owner with grade certificate, weight certificate, and expense bill for storage, etc., attached. Farmers having small lots could arrange for joint use of a bin."

"No advance charges would have to be met before sale of grain."

"The owner of grain being in possession of the complete documents could sell or consign his car. In case of sale he would receive settlement in full at once. In case of consigning or hypothecating to a bank he could secure a 75 per cent. advance on value of grain at his station. This advance could be secured, as is now done on "bills and inspection," at a 6 per cent. rate. Thus as fast as a farmer could store his grain he could realize 75 per cent. on the value, whether cars were available for transportation or not, which would be an immense advantage, not only to himself, but to every business man in the country except perhaps the grain dealer, who could no longer take advantage of a blockade to 'cinch' the producer."

"The fact that the elevators were used solely for purpose of special-binning grain and were entirely free from the control or manipulation of buyers would eliminate any temptation to give light weights, take heavy dockages, mis-grade or change the identity of the stored wheat. It would put an end to the improper allotment of cars which now makes a mock of the Grain Act and street selling would soon become a thing of the past."

"By appointing the operator as shipper's agent for declaring intention and ability to load as required by the Grain Act the applicant for cars need never lose his turn, nor need cars be allotted to those no longer requiring them."

"A check upon unequal distribution of cars as between shipping points could be provided by daily reports from the operators received at the Department of Agriculture."

"The advantages of having weight and grade at starting point are many."

"The grain being officially weighed and inspected before being handed over to the railways they would become responsible without evasion for all shortage in weight and deterioration in quality in transit from shipping point to destination. Another advantage of having the weight and grade at point of shipment is that cars could be shipped to points either east or west of the point of shipment and sold for delivery to millers for grinding or farmers for seed purposes either in the West or Eastern Canada on either grade or sample without risk or fraud as the seller is protected by the official grade, sample and weight in case of dispute and the buyer has recourse to the transportation company in case of discrepancy."

"It is now customary in the case of shipments to North Bay to ship cars through the elevator at a cost approximately of seven-eighths cents per bushel for the purpose of cleaning and obtaining official weights. This charge would be obviated by cleaning and weighing at initial points."

"Again, many types of wheat do not lend themselves to being classified according to their intrinsic value under the present grading system. Take for example plump frosted grain, bleached grain or grain slightly smutted. By being stored in a public elevator under control of a public official, official samples of grain of this class could be sent to presumptive customers anywhere making selling on sample practicable. Also a sample market could be instituted without making Winnipeg an order point by sending samples from bins to be exposed under official supervision in a sample room. Millers and exporters could buy from these samples and either send direct to mills or collect in special bins at the terminal elevators for export as sample lots."

"The facility afforded by the system for securing advances before the identity of wheat is lost and before transportation is available would tend to a more leisurely marketing, giving to the farmer longer opportunity to receive satisfactory bids and a greater ability to make the supply just sufficient to meet the active milling demand from month to month. In the long run the miller would not pay more for his wheat, but the speculator would have

fewer opportunities to fleece the farmers at one time of the year and the millers at another."

"With such a storage system, freed from the abuses of the present one, if the railways would give a reduction in freight rates from interior points to the Lake Ports from April to August, to in some extent offset the carrying charges, the periodic disorganization of traffic could be obviated."

"As to cost. In any case storage has to be provided and paid for directly or indirectly by the grower of grain, whether it be in the shape of bins on the farm, farmers' elevators, company elevators, railway terminals or a government system. The government can finance the system at the lowest rate and operate at cost."

"The Canadian farmer must meet the competition of the Indian ryot, the Russian peasant and Argentine peon in the world's markets. He can only do this by lowering his scale of living to theirs or creating a more economical and intelligent system of producing, classifying, storing, transporting and marketing his products."

"The terminal elevators should be owned and operated by the Dominion Government that all manipulation of grain in the interest of individual dealers may be abolished and also that the loaning of stored grain belonging to the common stock by the railways or elevator officials for the filling of contracts by large dealers who are short of spot grain may be prevented. Some way must be found also, whereby the average quality of the different grades as shipped out from the terminals will be as high as the average quality of the same grades as they come from the farm when cleaned to grade requirements. The only hope is in government ownership and operation."

At the first session of the Manitoba Legislature following the elections of 1907, the charter of the Grain Exchange was amended, but no move was made towards taking over the elevators.

In the meantime a circular had been prepared and widely circulated in the three provinces showing the necessity of a government system of elevators, outlining a plan in detail and showing the results likely to follow from the operation of such a system.

During the winter of 1908 the Grain Growers' Associations of Manitoba and Saskatchewan and the Farmers' Association of Alberta at their Annual Conventions declared for provincial ownership and operation, and instructed their several executives to take steps to lay their demands before the various governments.

There was also at this time an inter-provincial body created, styled "The Interprovincial Council of Farmers' Associations." This body at its first meeting, held after the close of the convention of the Saskatchewan Grain Growers' Association at Saskatoon, passed the following resolution:

"Whereas the Farmers' Association of Alberta and the Grain Growers' Associations of Manitoba and Saskatchewan at their annual conventions each passed a resolution urging their respective Provincial Governments to acquire, own and operate a system of elevators for receiving, storing, and shipping grain; and

"Whereas, the best results in the interests of the producer can be obtained only by each Government concerned establishing a system in its own province;

"Therefore, be it resolved that this conference urge the respective executives to take such steps as they deem best to cause the respective Governments to pass the necessary legislation to give effect to the above stated resolutions."

Then the several Executives waited upon their respective Governments.

Nothing definite was promised, but, acting upon the suggestion of the Hon. R. P. Roblin, a conference of the Western Premiers was arranged through the Secretary of the Interprovincial Council. It was hoped by the Grain Growers that this conference might lead to the three Governments passing similar legislation introducing Government Ownership and jointly requesting of the Dominion Government such legislation as would supplement their efforts and render their system more effective.

At the meeting of the Interprovincial Council at Saskatoon before referred to, it was decided to request the several Associations to send two delegates each to Ottawa to press for legislation having to do with the Government Ownership idea as relating to elevators.

This request was acceded to, and in due time the delegates reached Ottawa, where they found themselves face to face with a large and active group composed of grain men, railway officials and bankers, who stood solidly together in antagonism to every request preferred by the farmers.

Extracts from the written statements put into the hands of the Hon. Sir Richard Cartwright, Minister of Trade and

Commerce, at the close of the debate between the various interests will show the nature of the farmers' demands.

"The most important resolutions and the ones which induced the Conference to go the length of asking the several associations to send delegates to Ottawa, were (1) the one urging the Dominion Government to acquire (which may be by construction, purchase or lease without interfering with the essential feature) and operate the terminals at Fort William and Port Arthur. (2) The resolution growing out of this, asking that the Dominion Government acquire and operate the transfer elevators and (3) another providing for the special binning of grain at the terminals in order that a satisfactory sample market might be developed in Winnipeg to the mutual benefit of the producer and miller."

"The Government undertakes to classify Western wheat into grades according to certain specifications. The safeguarding of the producer of that grain as well as the millers of Ontario and Britain requires that the Government surround that grain in transit with such protection as will ensure its delivery at points of destination as inspected by the Chief Inspector."

"There is a growing and well grounded conviction among growers of grain in the West that existing conditions at the terminals at Fort William and Port Arthur and the transfer elevators between those terminals and the Atlantic seaboard, afford opportunities for manipulation detrimental to the best interests of the country. This conviction is borne out by the report of the Royal Grain Commission. On page 18 of the report the following statement appears:"

"There is a possibility of the elevator operators mixing grain contrary to the Grain Inspection Act—in some cases samples were produced to us that would lead us to believe that there had been either manipulation or serious mistakes made somewhere."

"This shows that the existing conditions not only afford an opportunity for mixing grain contrary to this Act, but that mixing and adulteration actually does take place. Again on same page we read: 'There is a very general complaint throughout Ontario that they did not get the regular grades of Manitoba grain, of wheat especially, in as clean a condition as is called for by the Inspection Act. We also found from examination of arrivals in Great Britain, that the grain as received there contains too great a percentage of foreign matter.'"

"The effect produced by the practice of not cleaning the grain as required by the Inspector is strongly stated in the evidence given before the Select Committee on Agriculture 1906, page 245: 'When grain goes forward with Mr. Horn's certificate attached and reaches the Old Country and it is not in clean condition when it reaches there, the effect is to spoil the reputation of our grain and so to reduce our prices. In the meantime the farmer who produced the wheat has been docked for dirt and the only party to benefit is the terminal elevator that puts out this grain as clean wheat.'"

"We submit"

"(1.) That all terminal elevators at Fort William and Port Arthur, excepting those owned by the C.P.R. at Fort William, are operated by dealers in grain."

"(2.) That practically all the line elevator owners share in the control of the terminals, either by actual ownership or by leasing from the railway."

"(3.) That approximately two-thirds of the wheat crop of 1907 forwarded to the Lake Front, went into store in elevators operated by grain dealers."

"(4.) That the fact that a terminal is owned and operated by a railway company, does not in our opinion necessarily insure protection to the growers of grain. This contention is supported by the report of the Grain Commission, see Appendix E, paragraph 9."

"(5.) That the licensing of firms interested in the grain trade as operators of public terminals should not be permitted. Apart from the opportunity afforded them to manipulate grades, it places a rival dealer forced to use such storage facilities at the mercy of a competitor."

"(6.) That the fact that our wheat is now received by Eastern Canadian and British millers out of the terminals not cleaned as required by the Act and sometimes showing evidence of being tampered with, although put out under the supervision of a Government Inspector, indicates that so long as those elevators are operated by parties who may profit by evading the provisions of the Act, no system of supervision can be relied on to prevent such practices, nor, in the light of such experience, restore the public confidence."

"(7.) That the Government supervision and private operation would require two sets of employees under different control. Apart from the danger of friction between the operators and supervisors, the cost of maintaining two sets of employees where only one would be required under government operation, is a strong argu-

ment in favor of our contention. Mr. Gibbs at the Conference in reply to a question stated that adequate supervision would be equivalent to Government operation."

"The arguments in favor of the Government operation of terminals will apply with equal force to the transfer elevators."

"Contrary to the recommendations of the Royal Grain Commission, we do not wish to see special binning in the terminals prohibited, but rather that a clause should be inserted in the Act making provision therefor and providing that those buying direct from the farmer in car lots should, as far as practicable, be provided with facilities for special binning their grain in lake and ocean shipping units, in order that the representatives of Eastern Canadian and Old Country millers might secure the types of grain suitable to their milling requirements and thus be placed on an equality with Western millers."

"The necessity for these provisions is clearly set forth by the evidence given by C. B. Watts, Secretary Dominion Millers' Association before the Standing Committee on Agriculture, 1906, page 258:"

"Now let me point out the position in which we stand. Ogilvies' have I do not know how many elevators, perhaps seventy-five or more, scattered throughout the North West. They can buy the best grades of wheat from the farmers. They can keep that wheat in separate bins and send it to their own mills and make the best grade flour. The Ontario mills are not in that position."

"Thus it will be seen that the Eastern miller would be relieved of a disadvantage he now suffers, in attempting to compete with his Western rival, while the Western farmer would receive the benefit of wider competition assuring him a higher level of prices."

"The old argument against special binning, namely, that it would lower the average quality of the grades going out of the terminals and hence the base price of grain, does not deal any serious blow to the position of those who favor special binning. It is not seriously contended, even ignoring its acknowledged dirtiness, that the wheat now going forward from the terminals is up to the average delivered from the farmers' wagons, as those possessing country elevators, especially the large milling companies cull large quantities, send the best direct to the mills and the residuum to the terminals for export, which must manifestly lower the quality of the export

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stuff. In addition to this it is a common practice in country elevators to reduce the average quality of the grades by mixing and blending before shipment to the terminals. Also the various shipments going forward from the terminals will not be of an average quality though taken together they may average up to a certain standard. Some shipments will be good, some fair and others poor according as the accident of entry has grouped the grain. Thus all the Old Country dealer absolutely counts on, is that his shipment will just meet the grade requirements, hence his price is already based on a line quality of grain."

"We strenuously oppose any change in the car distribution clauses of the Act, that would interfere with the present system of allotting cars to farmers. We have submitted figures at the conference that clearly show that in practice only a very small proportion of delay to cars is due to the operation of the Grain Act, but that the delay is the result of detentions after cars are loaded and ready to be pulled out from points of shipment together with delays at sidings en route. Of the time occupied in transit over one-half is caused by delays within the control of the operating department of the railways."

"The contention of the grain dealers that the abnormal spread between the price for 'track' and 'street' wheat is due to the present system, is manifestly absurd when we remember that this present system is the outcome of an agitation caused by the low prices paid for wheat 'on street' as compared with prices in store at Fort William when the Grain Dealers got all the cars."

"We are particularly anxious that a provisional clause should be inserted in an appropriate place in the Inspection Act, providing that should the provinces, or any of them, create a system of provincially operated elevators, the provincial operators will be able to exercise the functions of Dominion samplers and weighmen, so that certificates of weight and grade may be obtained before shipment."

So far the Dominion Government, while making some concessions in the matter of special bins, has made no adequate response to the requests of the farmers.

The Premiers met at Regina on May 4th 1908, talked the matter over among themselves and finally sent for Geo. Langley, M.P.P., member of the Board of Directors of the Saskatchewan Grain Growers' Association, who was in the city.

After conferring with him he was chosen to act as ambassador for them in their negotiations with the representatives of the Grain Growers.

Just at this point it may be proper to state in what shape the demands of the Grain Growers in the various provinces had taken in putting them before the local Governments.

The Manitoba Government, and the Saskatchewan one as well, had been furnished with copies of a widely circulated pamphlet entitled: "Provincial Ownership and Operation of a System of Line Elevators."

In addition to this Mr. Langley had put in a statement to the Hon. Mr. Scott, and Mr. Woolford had put in one to the Hon. Mr. Rutherford. The demands set forth in these several documents were essentially the same.

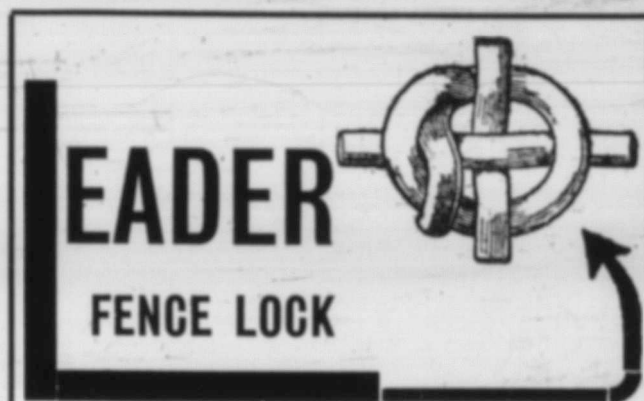
As an example of the general tenor of these representations, the following extracts are given from the pamphlets above mentioned:

Conditions Which Make a Government System of Elevators Necessary

"The most significant fact about the grain trade today is the absence of any real competition. True, there are dealers who appear to be in keen competition at country points as well as in the secondary market in Winnipeg. The exposure of the pool among elevator owners at country points, however, indicates that the presence of a number of buyers at a point is not proof that competition exists there. The keeping of a number of buyers where one would have been sufficient, indicated a deliberate effort to mislead the public into believing that there was competition where none existed. In the same manner, in the secondary market a number of commission men and track buyers apparently competing with the line elevators and mills for grain, is no evidence that competition really exists."

"The grain trade of the West is practically in the hands of a small group of elevator owners and millers, with whom for various reasons competition is impossible without Governmental intervention and assistance."

"Possessing, as they do, practically all the storage facilities at country points, they are able to buy consider-



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ably over half the wheat by the wagon load, at prices very much under the quotations for car lots. The farmer, goaded by his maturing obligations, and prevented by the lack of transportation facilities, from shipping his grain in car lots to the secondary markets, is forced to take what those possessing the storage facilities care to offer. The great millin^g companies in addition to buying much wheat at street prices are enabled to test various types of off-grade and commercial wheats, and find many among them having a higher intrinsic value than is supposed to belong to the grades into which they are thrown by the imperfections of the grading system. They select the best of these for use in their mills, sending the less desirable types to the terminals for export, thus tending to lower the general average of export values, that is, the prices against which they must compete in buying the uncull^{ed} wheats. The fact that the Ogilvie Milling Co. has lately declared a dividend of 74½ per cent. on stock which can scarcely fail to be of the largely watered variety, indicates that millers are not paying anything like the real value of the farmers' product. They have further proved their ability to sell their flour in the world market at prices considerably lower than those charged their customers in this country after paying the cost of transport."

"The large elevator companies, in addition to buying a very large proportion of the crop at street price, several cents below track value, have opportunities for buying much of this grain as belonging to lower grades than it is entitled to be put into. Much of the rejected grain can be reduced to straight grade at much less cost than the spread between rejected and straight grade quotations. Light weight, heavy dockage, the putting out of wheat of inferior quality in place of the farmer's special binned grain, the placing of barriers in the way of special binning and the making of shipments through their elevators by farmers, are additional advantages which the possession of the storage facilities gives them over their competitors."

"Much of the terminal space is also in the hands of the elevator companies. The investigation which took place on the American side, with respect to the Duluth terminals, indicates that the illegitimate profits of the terminal elevators may be very large. At Duluth it was found that, while all grades found entry into the terminal

elevators, very little low grade wheat was shipped out, while very much more of the higher grades were shipped out than were put in.

This past season developed another condition which tremendously increased the opportunities for profit of the elevator owners. The banks practically confined their lines of credit to the members of the group who were in possession of the storage facilities, the result being that the members of this group alone were in a position to purchase grain for export. The smallness of the group made an understanding possible between the members. At one part of the season there was as high as 16c. per bushel profit in exporting."

"It must therefore be evident to one that a group of exporters enjoying virtual monopoly of bank credit large enough for exporting purposes, and possessing the storage facilities which enable the purchase of the major portion of the season's crop at an average of 6c. below track price, would have no real competitors in the independent exporters, whose grain must be gathered by commission men and track buyers at track price. The elevator owners, selling through an exporting company really forming part of their business, though operating under a separate name, could undersell the independent exporter several cents per bushel in the ultimate market and still make a profit."

"This ability of the elevator owners is fully recognized in the trade, and hence the number of independent exporters is very small and their operations are confined to certain classes of export wheat. It is recognized that they only exist by sufferance of the large elevator owners."

"C. B. Watts, in his evidence before the Committee on Agriculture, at Ottawa, showed that he considered it impossible to establish a partial line of elevators to compete with the owners of the system already established, owing to their determination not to tolerate competition. When an attempt was made a few years ago to establish a new Grain Exchange composed of commission men, it failed because the exporters belonged to the old Grain Exchange and were prohibited from trading with them, and the commission men dared not get together to form their own export company, recognizing their impotency to maintain it against those who were in possession of the storage.

The importance the elevator owners attach to the possession of the entire storage system, is shown by their attempt to discourage the establishment of Farmers' Elevators. There is no doubt that Farmers' Elevators would have been established at nearly every point in Manitoba by this time, but for the determined opposition of the regular Line Elevators, which took the form of reducing storage charges at points where Farmer's Elevators exist, so low as to occasion loss to farmers in the operation of their elevators, in the hope of discouraging the building of Farmers' Elevators at other points."

"With the elimination of the independent exporter must come the elimination of the commission man and track buyer, or they will only be retained as gatherers for the millers and elevator owners to give the impression that competition really exists."

"It will thus be seen that there is no real competition possible against those who have entrenched themselves in the elevator system of the country, and that they have now become so strong that nothing but Governmental interference will break their monopoly and restore freedom of trade in grain."

A Detail of the System, showing how it can be created and its practicability in operation

"The details suggested here may be modified in many particulars, and in fact, are simply given to indicate that no barriers exist to a practical working out of a scheme for creating and operating the system."

"The local Government of each Province by the sale of provincial bonds, could raise the money necessary to create the storage facilities requisite to housing the crop. Since about one-third of the crop would go forward during time of delivery of the crop at initial storage points, it would only be necessary (at the most) to provide storage for about 65 per cent. of the total yield. The most economical manner of building at each point would be to provide a single building of sufficient capacity for the requirement of that point. Since, however, the Governments are undertaking to provide storage where storage houses already exist under private ownership, it would be only fair that they should offer to acquire such storage at a fair valuation. A Board of Commissioners could be appointed by the Government to acquire all the storage facilities now in existence, which the owners were prepared to sell at a proper figure. In practice it might be found expedient to use the material of which these elevators are constructed to build a single storage house at each point. In the case of points, however, where considerable oats as well as barley were shipped, it might be desirable to retain one of the

smaller houses for the shipment of each variety of grain. Whether the Government elevators were reconstructed or the original storage houses remodelled to suit the requirements of the system, would depend upon the local circumstances. The fact that considerable remodelling would be necessary in the case of the present elevators, would appear to make it expedient to use as far as possible the material to practically reconstruct new buildings, as there would be a considerable economy in operating to have all the grain marketed at a point stored in a single building of large dimensions. The construction of these elevators would provide for a uniform bin of 1000 bushels capacity, with a few exceptions to meet the requirements of those who wish to sell fragments of car lots by the waggon load. 1000 bushels would make a very satisfactory storage and shipping unit. The cars of the C.N.R. system are uniformly of 1000 bushels capacity. On the C.P.R. a large number are of that capacity. The 667 bushel cars are practically out of commission on account of old age, while the experience of the company has been that the large cars which they have lately introduced are not so satisfactory as anticipated; so that the probability is that they will return to the construction of the car of 1000 bushels capacity, whether it be adopted as a shipping unit or not."

"In the construction of these elevators, lockers could be provided, one for each bin, wherein a sample of each waggon load, after cleaning—where cleaning was demanded by the farmer—would be deposited. When the bin was full the locker would contain an accurate sample of the contents of the bin. This sample would be forwarded to Winnipeg to form the basis of sale on sample, or a portion would be sent by the operator at the request of the owner, to any presumptive purchaser, to form the basis of bidding and a check upon the quality of car lots when delivery was made. This system of elevators could be provided with satisfactory cleaning and weighing apparatus; the cleaning could be done in accordance with the directions and under the supervision of the shipper. In some cases it might be expedient to clean out as much as one-third of the grain to be retained for use on the farm or shipped by itself for feed. In other cases a very light cleaning would be sufficient to satisfy milling or grade requirements. The weighing apparatus under the control of a disinterested weigh-master, would insure

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satisfactory weight to farmers and would be a protection against loss to the shipper in leakage or stealings in transit. In the case of farmers shipping direct to buyers without the grain going through the terminal elevators, a weight certificate given by the operator, attested by affidavit, would be agreed upon as final as between buyer and seller, making change of seed between farmers, and the shipment to local mills east and west of points of shipment or to the large mills at Winnipeg and Eastward more satisfactory than at the present time. At each point in the Province, a provincial officer would be in charge of the elevator as operator to lease the bins required for special binning, to receive the grain for storage therein and to issue a storage receipt therefor. The officer would also be prepared to receive in certain bins reserved for the purpose, such grain as was offered for sale on street by the waggon load and purchased by local buyers. The buyer would be required to take the weight of the Government official, who would be unbiased as between buyer and seller. The grain would be weighed after cleaning, so that there would be no more dockage than the percentage that was actually removed in cleaning.

"Should it develop, which is most unlikely, that buyers were not present upon the market for such grain as would be offered by the waggon load, the Government operator would receive the grain to be grouped with other street grain received, according to his judgment, and a ticket would be issued to the owner indicating the amount of grain so received, with the bin into which it had been consigned. An advance could be made on this grain by the Government, to the extent say of 50 per cent. of its presumed value. So soon as one of these bins was full of the street wheat which had been grouped together, the same would be forwarded and sold, and the difference between the price advanced to the farmer and the price secured, paid to him, after retaining a commission charge for performing the service. Under the present system, the seller of the waggon load must accept the judgment of the local buyer as to grade and as to price, and since the local buyer has an interest in naming the grade and price as low as possible, the Government system would give the small farmer on an average, greater returns than he receives under the present system. In many cases farmers having less than car lots, will join together to make up a shipping unit, thus decreasing the amount of street wheat."

"It must be borne in mind, however, that the creation of a system of storage elevators, where actual dockage, weight and identity are guaranteed, and where there are no artificial barriers to the free shipment of the stored commodity, will make the amount of grain sold upon street a very small and ever decreasing percentage of the whole crop marketed."

"The system thus outlined would be equivalent to a complete system of Farmers' Elevators. It has always been recognized that such a system, could it be established, would be of tremendous value to the grain growers, but the hostility of the Line Elevators, makes a solution of the difficulty by the establishment of Farmers' Elevators throughout the Province impracticable. The Government system, however, has an added advantage, in that the weighmaster would be entirely impartial and would be accepted more readily as an umpire between buyer and seller in case of shipment. Also as the custodian of samples used as the basis of sale, his impartial position would invite the confidence of both buyer and seller. A further advantage is that it makes a sample market practicable at Winnipeg without making that place an order point and delaying shipment."

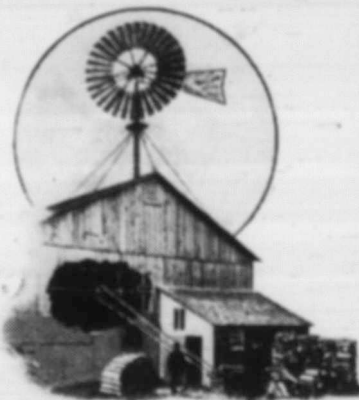
"Without the intervention of the Dominion Government it would be possible to establish a sample market in Winnipeg under the supervision of the Provincial Government. A large room would be provided wherein samples representing the contents of the special bins all over the country would be exposed in bowls in which would be shown on a ticket thrust among the wheat, the name of the owner, point of shipment, the elevator, the number of the bin, also the weight per measured bushel of the sample, with, where known, the name of the Winnipeg agent who had charge of the disposal of the grain."

"The system would be immensely increased in usefulness by certain concessions which should easily be obtained from the Dominion Government on the request of the Provincial Governments, backed by the organized grain growers. By an amendment of the Grain Act, the Provincial operator of the elevator, could, on application of the Provincial authorities, be made an officer of the Dominion Government for the purpose of weighing and sampling the grain stored in the special bins. A clause in the Inspection Act could be inserted to read: 'In any system of Provincial Elevators, the operators of same shall

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be ex-officio weighmasters and samplers for the carrying out of the Inspection Act on the application of the Provincial Government on their behalf, and the taking of an affidavit to properly and impartially discharge the duties of the office, and the execution of a satisfactory bond guaranteeing the Government against loss by the officer himself or the local Government on his behalf.' With this extension of the power of the Provincial operator, the official weight and grade certificates could be issued to the farmer almost as soon as the filling of a bin was completed. Then on the ticket in the bowl in the sample room in Winnipeg could be marked the weight and grade, for the further guidance of the purchaser."

"The method of grading would be as follows:—A sample would be taken from each load, after being cleaned, on the delivery of the wheat by the farmer. This would be stored in the locker alluded to previously. On the completion of the storage unit, and on the request of the owner, the composite sample from the locker would be forwarded to Winnipeg to the inspector, who would grade it in the same way as grain is graded from samples drawn from the cars."

"There is only one seeming difficulty in the way of grading from samples taken in this way and sent a long distance by mail or express, and that is, that a sample of tough wheat might dry out in transit and receive the straight grade, occasioning loss to the Government. To obviate such an accident, all that is necessary is that the sample should be accurately weighed and consist of a certain number of pounds. If on arrival the weight of the sample so sent should be less than the weight fixed upon for such sample, a grade certificate would not be issued until circumstances had been further investigated, the shrinkage being regarded as being due to the drying out of a tough sample."

Question of Cost

As to the cost of creating such a system. It must be paid out for the commodity handled, whether the storage is provided by individuals, companies, or governments. An advantage of Government operation over private operation, besides the abolition of questionable practices in the handling of the commodity, lies in the fact that the private owner operates at charges that yield a profit, while the Government could reduce the charges to just meet the

cost of operation and maintenance, pay the interest on the cost of construction and gradually retire the bonds.

Results of Such a System in Operation

"The results of such a system would be beneficial in a multitude of ways."

"Many ill-practices would be abolished, such as the taking of heavy dockage, the giving of light weight, mis-grading the farmers' grain sold on street or graded into store, failure to provide cleaning apparatus, changing the identity of the farmers' special binned grain, declining to allot space for special binning, and refusing to ship grain to the owner's order, even when storage charges are tendered."

"But while the correction of these abuses would alone warrant the establishment of a Government system, vastly more important benefits would follow its inauguration."

"A small group of capitalists, owning the stock of the large Milling and Elevator companies would no longer be able to throttle all real competition through their control of practically all the storage facilities at country points which enables them to purchase the bulk of their grain at prices (street prices) much lower than the prices (track prices) which those who have no storage facilities must pay and permits them to make additional profits from the ill-practices referred to above. The extinguishment of this monopoly would immediately result in a generally higher level of prices. A dividend of 34 per cent. on stock of a Milling Company, or of 100 per cent. on the stock of an Elevator Company would no longer be possible."

"The commission men and track buyers who now fear extinction if arbitrary fixing of prices and commission by law of the Exchange be abolished by amendments to the Grain Exchange Charter, would be able to hold their own without such objectionable restrictions, under a Government system of elevators, especially where the street wheat was collected by the Government operator and sold in car lots, as it is only by buying a percentage of street wheat below track value, that the elevator owners would be able to temporarily outbid the independent track buyer on the track wheat and deprive the commission man of his consignments by offering more on the track than the independent exporter can pay for consigned stuff."

"The motive for such a course would be that after the commission man and track buyer had been starved out of business by making the price of track wheat higher than it should be by losing on track wheat and making up the loss on street wheat, the elevator owners could, having extinguished all competition, even in name, henceforward buy all wheat on a basis of street prices until their extortions caused either the Government to intervene as now requested, or the farmers to decline to sell except through an agency of their own in car lots in the secondary market."

"The Government system would lead to the establishment of a highly competitive sample market that would for the first time in their history bring the large Western millers into real competition with the Eastern Canadian and Old Country buyers. The large Western miller, through his line elevators, is permitted by the exporter to buy those types of wheat which experimental tests have shown to have the higher intrinsic value, without subjecting him to active competition. The miller who through his houses buys all kinds of wheat offered, turns over the stuff he does not desire for his mill to the large exporter for a moderate figure. The shutting off of the supply of street wheat and the creating of a sample market wherein could be seen samples of all the 1,000 bushel lots, the identity of which were preserved in the special bins throughout the country, would enable the representatives of the Eastern Canadian and Old Country millers to enter into competition on even terms with the Western millers for the various types of Western grain, and secure a share of those which they regarded as having the higher intrinsic value or as being most suited to their purposes. At the present time, since car lots are sold for the most part in store Fort William or Port Arthur, and are thus past the point where they can be diverted to the Western mills, there is no competition for this wheat except between the Eastern Canadian and Old Country millers, while for the type wheats purchased by the millers at their country elevators, on street or by car lots, there is no competition whatever."

"An ideal system of marketing the Western grain can only be evolved by the creation and operation of storage facilities by the Government."

"This ideal system requires that all grain should be marketed in car lots in the secondary market. It further requires that there should be a correcting of the imperfections and inadequacies of the grading system by the establishment of a sample market."

"In the absence of a large group of mills surrounding

the sample market it requires that provision should be made for the preservation of the identity of car lots in the interior, that samples may be available to effect sales in advance of the shipment of the grain, avoiding the delay and cost incident to making Winnipeg an order point. It is necessary also that provision be made for special binning sample lots at the terminals and preserving their identity throughout their journey eastward, so that the representatives of the Eastern Canadian and Old Country millers may take full advantage of the presence of a sample market to collect for shipment to their mills the exact types of wheat that they desire. To secure the best results to the producer there should be a leisurely marketing of grain, so that the offerings may keep step with the actual milling and export demand, instead of requiring that the grain be sold on a speculative market. To permit of this, special bins under Government supervision are necessary, where the preservation of the identity of the grain is assured, in order that the farmer may finance upon the security of his stored grain. His ability to so finance would remove the necessity of the speculative group now thought necessary to be maintained in Winnipeg to provide a market at times when there is no active export and milling demand. As this speculative group does its financing on the security of bills of lading or warehouse receipts, it does not appear to perform any very useful function in the business of exchange. It would be just as safe for the banks to finance the farmer directly on the security of his stored grain represented by similar documents, while the number of persons benefited would be tremendously increased."

"With the storage system under Government supervision in times of stringency, the Government could themselves advance money on the security of the farmers' stored grain preventing the repetition of such a deplorable state of affairs as existed last fall when, owing to the banks confining their lines of credit sufficient for purposes of export to a small number of firms, and denying advances altogether to farmers on their bills of lading, a large portion of the grain of the country was sold at prices which permitted a profit of from 12 cents to 18 cents to be made by those financially able to export."

"An ideal system of marketing would spread the offerings of grain for export over the whole twelve months. To effect this the farmer must be in a position to raise money on the security of stored grain."

"Since Western Canada is one of the few sources from which hard wheat is obtained, and since this hard wheat in the East and Old Country must enter as a small percentage into a blend composed largely of softer and cheaper wheats, the Eastern and Old Country millers can only take a limited quantity at top prices in any month in the year. As there is no advantage in using a large percentage in making a blend, it must be purchased at a lower price if so used."

"It is most probable that the evolution of the trade, assisted by this Government ownership, would ultimately produce a condition of affairs where the majority of the grain could be handled by a single co-operative agency representing the farmers, enabling the business of exchange to be performed at cost and reducing the Grain Exchange to a grade and sample market, where the representative of the farmers would meet the representatives of the different millers and milling and export companies and make a sale of real grain without the presence of a speculative group and the frenzied activity of an option market where little other than fictitious wheat is bought and sold."

To come back to the appointment of Mr. Langley as intermediary between the Premiers and the Interprovincial Council, he was instructed to propound two schemes, considered as alternatives to be accepted by the Grain Growers in place of what they demanded, or if not accepted, reasons for non-acceptance given.

Mr. Langley was instructed to arrange a meeting of the Interprovincial Council and to communicate the proposals of the Premiers to the members verbally but on no account to make them known until the members were assembled. The Council was accordingly convened and the following propositions laid before it:

"1. That the three Provinces should use their influence to secure from the railway companies the building of loading elevators that should also have a number of storage bins, so that farmers at a distance would not be at a disadvantage in the direct loading of grain as they now are."

"2. That elevator owners have no say in the management of their elevators. That the man or men engaged in the operation of the elevators should be chosen by the farmers, and that their organizations should take full responsibility for the grades and weights, guarantees be-

ing given for that purpose. In return for this the elevator owners shall undertake to pay at all times a price not to be below a limited margin of profit. The owners shall also pay the operators of the elevators."

After proper deliberation, the following reply was drafted and assented to by the members of the council, and the secretary be instructed to mail a copy to each of the Premiers, with a request that they arrange a meeting at an early date between themselves and the representatives of the Grain-Growers, for a further consideration of the scheme for the establishment of a system of Provincial elevators.

Text of the Demands of the Farmers' Representatives

"Resolved that we, the members of the Inter-provincial Council, having the verbal suggestions of the Premiers placed before us, and having carefully examined same, regard them as being totally inadequate to safeguard the interests of the farmers in marketing their grain and we beg to reiterate our former request that the Government acquire and operate the interior storage facilities along the lines previously stated, more specific details in certain particulars of which are given below."

"1. That the Government provide by purchase or construction, or both, at each railway point where any considerable quantity of grain is marketed, elevator facilities with up-to-date equipment for cleaning, weighing and loading grain, that these facilities for the most part be subdivided into bins of 1,000 bushels capacity, and that the system be operated by the Government direct, or through a commission appointed for that purpose."

"(2.) That the minimum capacity required at each shipping point will be approximately one-third of the quantity annually marketed there. This whole amount need not, however, be provided at the outset but the storage structure should be so arranged as to admit easily of addition and extension as necessity demands."

"(3.) That the charges for handling and storing grain be such as to provide interest on amount invested, cost of maintenance and provision for gradual payment of initial cost."

"(4.) That a certain per cent. of the storage (not to exceed 25 per cent.) should be at the disposal of buyers of street grain."

"(5.) That two or more farmers be granted the privilege of jointly occupying a bin."

"(1.) Advantages without the co-operation of the Dominion Government:

"(a) The abuses incident to the storage facilities being in the hands of those interested in the purchase and sale of grain would be abolished, such as improper grading, the giving of light weight, the taking of excessive dockage, the substituting of grain of inferior quality for that specially binned by the farmer, denying the privilege of special binning to the farmers on the false plea of lack of space and interference with the freedom of shipment of stored grain by the owner."

"(b) Adequate facilities for the cleaning of the grain are not provided by the elevator companies. The Government system would enable the cleaning of grain to grade requirements before shipment, retaining to the farmers a large amount of screenings valuable for feeding purposes, increasing their chances of obtaining higher grades when grain was inspected and saving the payment of freight on screenings from point of shipment to the terminals."

"(c) Dockage would be no longer a matter of guess work. The farmer would be credited with his exact amount of cleaned grain and permitted to retain his screenings, which oftentimes include valuable food products, such as broken grains and domestic grains of various kinds, as well as weed seeds having a high feeding value."

"The following facts illustrate the saving possible in this connection. It is estimated that the 70 millions of wheat of the crop of 1906 contained 2 per cent. or 1,400,000 bushels of screenings, averaging in worth $\frac{1}{4}$ cent. per lb. and which cost the farmer on an average 10 cents per bushel in freight charges, owing to his inability to have his grain cleaned before shipment. These two items represent a loss of \$560,000 to the farmers of the West, which will occur every year with additions until abolished by the establishment of a Government storage system equipped with proper cleaning apparatus. The above amount would pay the interest on a sum sufficient to create the storage system asked for and provide a sinking fund which would liquidate the cost within a reasonable term of years."

"(d) The grain being weighed into cars by a Government official having no interest therein, will facilitate the collection of claims for shortage from the railway companies."

"(e) The preservation of the identity of grain in special bins under the custody of Government officials will make

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possible the establishment of a sample market which will largely correct the injustices incident to a grading system, when climatic conditions make it impossible for the grade description to classify grain according to its intrinsic value."

"For example, a slight bleaching suffered by a large percentage of the wheat the year before last condemned millions of bushels having the essential qualities of One Hard to be graded as Two Northern, making the price four cents per bushel less than it should have been and occasioning an enormous loss to the producers. Also this year, owing to a general frost the grading system operated to group types of wheat together in the same bin having in many cases a difference in value of twenty cents a bushel."

"(f) The having of storage facilities in the interior under Government supervision would make it possible to send samples to be displayed on the sample market in advance of shipment. This would permit the grain to be exhibited for a number of days without expense to the owner and also permit of the grain being sold for shipment either East or West of the point loaded."

"(g) With the building of the Hudson's Bay Railway will come a still greater advantage in interior storage as grain in the interior will have the choice of two routes and two markets, while grain sent to the terminals before being sold will have only one."

"(h) The presence of Government storage facilities that could be used by buyers who are not owners of elevators would place these buyers in a position to compete on even terms, thus preventing a monopoly of the market by elevator owners, and tending to keep street and track prices near together."

"(2.) Advantages with the co-operation of the Dominion Government:"

"The complete plan of the Grain Growers' contemplated the passing of an amendment to the Inspection and Sale Act that would permit the operator of a Provincial elevator to discharge the functions of a Dominion weighman and sampler, and the granting of weight and grade certificates, the grading to be done by the inspection staff at Winnipeg using the samples of the contents of the special bins forwarded by the elevator operators."

"Several members of the Dominion Government have given representatives of the Grain Growers an assurance that such legislation can be easily secured as soon as the request is made by a Provincial Government."

"The additional advantages under these circumstances would be that grain could be sold for future delivery to greater advantage since the grade would be known. Also advances on Warehouse Receipts could be secured as soon as delivery of a car lot was completed at the initial elevator, enabling a farmer to discharge his more pressing liabilities and market his grain in a leisurely manner, selling only when there was an active milling or export demand. The effect would be a generally higher level of prices for the farmer. Collections would be facilitated and transportation would not be demanded at any season of the year in excess of the power of reasonably equipped railways."

"The best of all reasons for creating the system is that the class who form the major part of the population demand it, and that it can be granted without placing a tax upon the remainder of the people."

The foregoing document was mailed to the Premiers, but for a long time nothing was done in the way of arranging a conference. Finally, on Nov. 4th, 1908, the Premiers and the members of the Interprovincial Council met in Regina.

Although a long time had intervened between the first presentation of the matter to the Premiers and this meeting, it was quite evident that they had not made a sufficiently close examination of the proposition submitted to them to be familiar with the simplest details.

All the farmers' representatives could do was to reiterate their demands, meet the objections of the Premiers with appropriate replies, and urge speedy and favorable action on the part of their several Governments.

The Premiers promised to consult their colleagues and to make reply within a reasonable time. Before dispersing the members of the Interprovincial Council arranged that petitions should be circulated praying the Dominion Government for Dominion ownership of terminals and transfer elevators, and other petitions be circulated praying the Provincial Governments to own and operate a system of interior elevators. The Premiers did not make reply until the end of January, 1909, when the following was received by the Secretary of the Interprovincial Council:

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Reply of the Premiers

"To the Secretary of Inter-provincial Council of Grain Growers:—"

"Dear Sir,—We have had under careful consideration the representations made by you to us in our recent conferences concerning the grain trade, and the necessity of certain remedial measures being adopted to remedy the grievances complained of. We readily assent to your position that anything affecting the agriculturist is of paramount importance and deserves the most mature consideration. We understand that you take the position that nothing further can be hoped for by amendments to existing legislation, in so far as internal elevators are concerned, and to obtain what your executive desires, you request that in so far as the three Western provinces are concerned, a system of government ownership and operation of grain elevators be inaugurated. In reply to this request we beg to say as follows:—"

"The several matters presented involve, in their institution, carrying out and performance, the consideration of unusually grave and complicated questions, constitutional, financial and legislative, which we will more fully hereinafter indicate."

"The three provinces are asked to wholly provide, operate and maintain on the public credit, the requisite quota of elevators for the storage of grain and to regulate generally the manner in which the shipment or transportation of grain should be conducted. This will necessarily involve, as you will recognize, a new constitutional principle not hitherto exercised, and also means the incurrence from time to time of heavy financial responsibilities on the part of the several provinces, and further, the putting in practical form by constructive, regulative and restrictive legislation, the right of absolute provincial government control and regulation of the matters involved."

"It is evident that to accomplish in its entirety the end lastly above mentioned sought by you, it would be necessary first, for our respective provinces to be given, or have delegated to them, the necessary legislative powers in the premises, by amendments, through the Imperial parliament, to the British North America Act; and, secondly, to have adequate provision made for the necessary self-protection and the consequent liability un-

dertaken by us amongst other provisions expressly stipulating that all grain should pass through one channel and one channel only; or, in other words, to create in regard thereto a complete and absolute monopoly. Any attempt to deal with the subject, other than in a full, complete and far-reaching manner, would, in our opinion, fail and prove futile, and possibly be followed with disastrous results. The separate states of the United States in dealing with transportation companies doing an interstate business found themselves unable to accomplish their desire and federal action was invoked to meet their difficulties. These states, while occupying a somewhat identical position with the provinces, possessed much more power relatively to their federal government than the provinces do to the federal government of Canada. The founders of Confederation clearly intended that the federal parliament of Canada should hold and possess the residuum of power and clearly and unmistakably defined the lines which should separate federal and provincial legislation, and such provision has clearly continued down to the present time. Whether power is given to the federal parliament and not to the provincial assemblies, it is incompetent for the provincial assemblies to trespass upon such powers. It must therefore be admitted without question that powers of provincial legislatures are limited. The parliament of Canada has exclusive jurisdiction to deal with certain classes of subjects. One of the objects of the constitution of Canada was to create a strong federal government charged with duties and responsibilities towards industry, and to establish confidence, credit and commerce by salutary laws affecting the Dominion as a whole and the nations with which the Dominion and its people would from time to time deal, to be enforced by the power of the whole Dominion. It was not, we believe, ever intended that both the federal parliament and the legislatures of the several provinces should have and exercise identical or similar powers respecting certain classes of duties and powers to be performed. Therefore, it was manifest that when certain powers were given solely to the federal government, it necessarily implies a prohibition on the part of the province to act on the subject so solely assigned to the Dominion. One of the provisions of the British North America Act is as follows:

"It is specially declared that any matter coming

within the classes of subjects as to which the parliament of Canada is given control shall not be deemed to come within the class of matters of a local or private nature comprised in the enumeration of the classes of subjects assigned."

"The subject upon which the provinces are asked by your executive to take action, that is to say, the monopolistic establishment and operation of grain elevators and handling of grain in the three provinces as a public utility, can hardly be claimed to be purely of a local or private character, and involves in its carrying out the condition precedent of the provinces being possessed of the necessary power and authority in the premises, which, unfortunately, from the standpoint of carrying out the wishes of your executive, is not the case, and it follows that any legislative action taken by the provinces along the lines suggested would, in addition to being extraterritorial in effect, be dealt with some of the matters as to which the parliament of Canada has exclusive jurisdiction to deal with and beyond the power of the local authorities to enact."

"We have in a general way given expression to our views respecting the absence of provincial jurisdiction in the premises. We, however, desire to briefly particularize the powers which the parliament of Canada has, and which the provinces have not, and which are necessary for the latter to have in order to fully and effectually deal with the matter in question."

"It is provided by the British North America Act that the exclusive legislative authority of the parliament of Canada shall extend to certain classes of subjects, among the number being 'the regulation of trade and commerce,' 'weights and measures' and 'national railways' (such as C.P.R., C.N.R. and G.T.P.) The provisions are clear and distinct, that in all matters respecting and affecting the trade and commerce of the Dominion and the weighing and measuring of the several commodities of the country, the parliament of Canada shall have exclusive authority to deal. Laws have been so enacted and relate and apply not to any portion, but the the Dominion of Canada as a whole. The matter of administration, the responsibilities imposed and the privileges extended, are uniform throughout. We cannot find that any of the provinces have ever attempted to deal with matters affecting either of the classes of subjects above mentioned. The power of the parliament of Canada with regard thereto has always been considered supreme. Applying this view to the present application or requests of your executive, we are in full accord in expressing the opinion that in the present condition of the constitution of Canada the consummation, either wholly or partially, of the desires of your executive, can only be given effect to in one of two ways, i.e., either by legislative action of the parliament of Canada (which now possesses the amplest powers of dealing therewith), or by securing amendments to the British North America Act by the Imperial parliament, conferring full and absolute control and authority upon the provinces in the premises, that is to say:

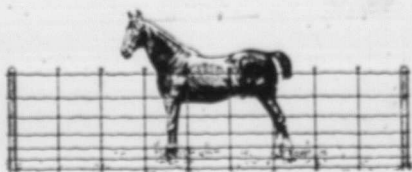
"1. To wholly and absolutely control, regulate and govern the storage and handling of grain."

"2. To prescribe, control and regulate the weights and grades of grains, subject to no alteration or review by any other authority."

"3. To fully control all transportation companies, railways, etc., in the matter of expropriation of elevators and sites, the distribution of cars, and in other respects to provide such regulations and restrictions respecting these companies as shall be essential for the convenient and satisfactory handling of grain."

"4. Generally, all such other powers and authority as to trade and commerce and the weighing and grading of grain as may be necessary to give the provinces complete inherent and extraterritorial jurisdiction in the premises in every respect; that is to say, full authority within the provinces, and also outside where the grain may be handled at terminal points."

"There is also to be considered the financial sides of the case. Mr. Charles C. Castle, warehouse commissioner, has furnished official statements to us, showing, among other things hereinafter set forth, the following information, i.e., that the number of elevators under operation last season was 1,334, with a storage capacity of 39,724,000 bushels. To put into effect any practical scheme of government ownership of elevator facilities and complete government control over the handling and shipment of grain, would involve the provinces in a very large financial undertaking. It would be necessary to provide, in the first place, the requisite number of elevators to handle the business not any part, but the whole of it, for the monopoly should be absolute in all respects; and, in the next place, for the cost of maintenance and management. Mr. Castle states that the cost of constructing an ordinary standard 25,000 bushel elevator is between \$5,000 and



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\$5,400. The initial outlay, therefore, to be provided for by the provinces to establish and equip an adequate elevator system, or to acquire that already in existence, would be between seven and ten million dollars. Then would arise the question of providing the necessary funds. This could only be accomplished by issue of bonds by the provinces. We are of the view that without the provinces possessing the fullest power to legislate in the premises, the proffered securities would not be deemed desirable in the money markets of the world. It is therefore apparent that a solution of the problem is not only complicated in detail financially, but presents, as before stated, grave and constitutional difficulties."

"We are not insensible to the fact that at all times in the history of the West there has existed (and may still exist) justifiable grounds for complaint as to the manner in which grain was, or is, being handled; but we believe that the parliament of Canada are desirous of relieving the grievances, and have to a considerable extent removed unfavorable and undesirable conditions, or in a large measure ameliorated them. In our opinion the provisions or features of the Dominion Grain Act have on the whole done much in this direction, and we believe the parliament of Canada would favorably consider any further provisions or features that would tend to a like direction."

"The building of loading platforms, thus facilitating the shipment of grain by car lots has proven a great step in advance, and every year, either in legislation or administration, some improvement is noticeable."

"Mr. Charles C. Castle, Dominion warehouse commissioner, further officially stated to us that for the twelve months ending the 31st of August, 1908, the total amount of wheat inspected at Winnipeg was 51,401,150 bushels, of which approximately 42,000,000 bushels were shipped through the elevators, and 12,500,000 bushels from loading platforms; thus about 22 per cent. of the total wheat crop was loaded from the loading platforms."

"For the three months ending the 30th of November, 1908, he states there were 44,072,500 bushels of wheat inspected at Winnipeg, of which 30,001,078 were shipped through the elevators and 14,578,422 bushels were shipped over the loading platforms, or about 33 per cent. of the total shipment, and that if the next crop is reasonably clean he would not be surprised if 40 per cent. of the total shipment was from the loading platform. As regards the loading platform, Mr. Castle states, "there are now loading platforms established at nearly every station in the Manitoba grain inspection division, and during the last season orders were given for 100 new ones to be built or enlarged to permit of four cars being loaded simultaneously."

"We are informed that with these improved conditions, and the probability of such being added to from time to time, both by the Dominion authorities and the transportation companies and, more especially, the probability that the railway companies will in the near future, either voluntarily or by virtue of legislation, erect shipping houses especially for direct shipment, we feel that continued improvement in conditions for the handling of grain can be confidently expected."

"We have at some length pointed out the constitutional and other difficulties involved in the carrying out of the suggestions of your executive and the amendments necessary to the British North America Act before action can be justifiably taken by the provinces."

"We fully appreciate the magnitude and importance of the whole question and are fully alive to our responsibilities in the matter, and in conclusion beg to assure your association of (1) our willingness at all times to consider any grievances of the agriculturists of our respective provinces, our sympathy with them, and our readiness to co-operate with them in any measure or measures that will place them in a more advantageous position to carry on their labors; (2) that upon the procurement of the necessary amendment to the British North America Act, giving to the provinces the powers hereinbefore indicated, to completely establish and control a public monopoly in the storage, handling and inspection of grain, that we are quite willing to endeavor subject to the approval of our respective assemblies, to frame a scheme financially safeguarded for the giving of effect to the desire of your executive."

We are, dear Sir,

Most obediently yours,

(Sgd.) A. C. RUTHERFORD, Premier, Province of Alberta.

(Sgd.) WALTER SCOTT, Premier, Province of Saskatchewan.

(Sgd.) R. P. ROBLIN, Premier, Province of Manitoba.

While the Premiers were considering their reply the

United Farmers of Alberta and the Grain Growers of Manitoba in their annual conventions almost unanimously reiterated the demands for Government Ownership, as presented to the Premiers by the Interprovincial Council. This apparently, however, had no weight with the Premiers, nor, indeed, with the members generally of the various legislatures.

Upon the receipt of the reply, Mr. R. A. Bonnar, legal adviser to the Manitoba Grain Growers' Association, was asked to give an opinion in writing on the constitutional points raised by the Premiers.

Below are given extracts from the opinion, which warrant the farmers in believing that no constitutional barriers exist to prevent the carrying out of their demands by the Provincial Governments:

Mr. Bonnar's Opinion

"It is to be regretted that the Premiers did not find it necessary or convenient for a full statement of their views, to disclose, to some degree at least, their reasons for holding that your proposals cannot be undertaken in the absence of the plenary jurisdiction they speak of. I do not see the difficulty of the working out of your proposal, if it is kept within the limits defined by you in your communication to the Premiers. I cannot assent to the view that there is need that the Provinces should be invested with independent jurisdiction over railways, or in the matter of weighing and grading of grain and the handling of grain at terminal points situate outside the provinces. It is not claimed that legislation of the Dominion now in force with respect to the control of railways in the interests of the shipper and the public does not safeguard the interests of those engaged in the storage and handling of grain, or that further legislation by the same authority would be withheld where shown to be necessary for the protection of the grain trade. I would expect the Provinces to have full confidence that were they to take up the proposed business, the Federal Parliament would co-operate with them, to the fullest extent, it making the undertaking a success. For it must not be apprehended that because the business was no longer in the hands of private operators the interest of the public in the marketing and handling of grain would be any less real than it is to-day.

"In the event of it being found that the powers of the Railway Commission were not sufficient to adjust difficulties that might arise between the Provinces and the railways, in a matter where the railways had not the sympathy of the public, it is not to be assumed that the Dominion would decline to give effect to the representations of the three Provinces in the matter.

"It is difficult to understand the need felt by the Premiers that the Provinces should have control of grading and weighing of grain. The powers possessed by the Dominion in respect of these matters it is to be supposed will be exercised in good faith and that no action will be taken by it which would in any way impair the rights of the Provinces; nor is it conceivable that the Grain Growers of the three Provinces would ask for changes in the Dominion law covering inspection of grain that would not be acceptable to the Provincial Government.

"The interests of the Grain Growers and the Governments could not be separated so as to create a conflict of feeling between them. Moreover, were action taken by the Dominion Parliament, at the instance of the Grain Growers, contrary to the wishes of the Governments of the Provinces, the Provinces would have ample means of self-protection. The danger is one which has no real existence and I think should be laid out of the discussion.

"The view that the Provinces should have power to deal with the question of grain inspection and weighing can hardly be founded on the insufficiency of present Dominion legislation, or upon the unwillingness of the Dominion Parliament to enact additional legislation where shown to be needed.

It is apparently the opinion of the Premiers that the Provinces do not possess the power to expropriate elevators and sites belonging to the railway companies. In this I think they are right. While clause 13 of section 92 of the British North America Act assigns to the Provinces jurisdiction over property and civil rights in the Province, the Provinces can not confiscate property of a Dominion corporation incorporated for Dominion objects, such as a Dominion Railway. Where such elevators are the property of the Companies not having Dominion objects it is my opinion that the power of expropriation exists. In the case of Re Windsor and Annapolis Railway Company, which came up a number of years ago in Nova Scotia, it was held that the property and civil rights of a railway operating wholly within the Province, were within the jurisdiction of the Provincial Legislature, and this though nearly all the shareholders were outside the Province. At

the present time I understand that none of the elevators in the three Provinces are owned by the railways.

"While difficulty would undoubtedly arise in the event of the railways entering upon the elevator business I think that the danger is no more to be anticipated than would be expected to happen in connection with the action of the Manitoba Government in taking over the telephone system of the Province. It was apparently not considered an objection to the Province taking action that the field could be invaded by a company having a Dominion charter."

"I think that you were quite in agreement with the Premiers that the proposal involves the creation of a monopoly in the hands of the three Governments, and you do not contemplate such a result with disfavor."

(Note.—The farmers did not ask that a monopoly be created, but, barring interference with the loading platform, which they would not consent to, they would look without disfavor upon a monopoly of the Provincial shipping and storage facilities by the local Governments, if no constitutional barriers presented themselves.)

"I gather that it is their view that the Provinces would not have power to establish such a monopoly or to forbid competition. I am of the opinion that the Government has such power and that its exercise would be valid even with respect to Companies created under a Dominion charter. See *Citizen's Insurance Company v. Parsons*, 7 Appeal cases 69. This, however, would not be true of companies with Dominion objects. Thus, Sir John Thompson, when Minister of Justice recommended disallowance of an Act of the Legislature of New Brunswick incorporating a telephone company and conferring upon it certain exclusive rights, interfering with the Dominion Act incorporating the Bell Telephone Company. See *Hodgin's Provincial Legislation*, 749.

"I think the question to which you are bound to address your attention is whether the proposed business can be carried on within the limits of each Province concerned. If it can be, I am of the opinion that no constitutional difficulties exist. The Provinces have authority, under the British North America Act over property and civil right in the Province, over local works and undertakings within the Province, and over all matters of a local nature. The right to expropriate existing elevators, where not belonging to Dominion Corporations having Dominion objects and to establish others, I do not think, as I have already pointed out, can be drawn into question. The powers of the Provinces in respect to the clauses of legislation exclusively assigned to it under the Act are as ample as is that possessed by the Dominion in respect to the subjects of jurisdiction placed in its control and it is no ground for impeaching the validity of legislation passed by the Province, that incidentally it invades the area of powers set apart for Federal action.

"It has, I have no doubt, occurred to you that if the Provinces can constitutionally take over and operate extensive telephone systems, having large property holdings and interests, the authority of the Province to own elevators and to store and handle grain should be equally beyond dispute. While Provincial ownership and control of railways situate within the limits of the province is a right conferred in express terms by the Constitutional Act, authority to engage in the telephone business must be found in the clauses I have above referred to. That the power exists under such words has never admitted of doubt, nor is it likely to be challenged.

"Considerable emphasis is laid by the Premiers upon the control possessed by the Dominion under the British North America Act in respect to trade and commerce, and in some way not defined by the memorandum it is suggested that your proposal is at variance with this provision. These words have frequently come before the courts for examination in cases where it has been sought to show that they place a limit upon the powers of the Province over subjects of legislation vested in them."

"It is recognized by a series of decisions of the Judicial Committee of the Privy Council that they in no wise have that effect. See *Hodge v. The Queen*, 9 Appeal Cases 117, and *Citizens' Insurance Company v. Parsons*, 7 Appeal Cases 96. On the reference to the Judicial Committee in 1895 (189 Appeal Cases 348) as to the respective powers of the Dominion and the Provinces to enact prohibitory legislation, it was held that the authority of the Dominion to regulate trade and commerce did not deprive the Provinces of power to pass such legislation though the result might be to extinguish the trade in liquors."

"It is considered that the words are fiscal and economic in their bearing, and that their object so far as the internal trade of the country is concerned is to secure uniformity in matters of trade regulation and dealings. I am unable to see that they in any way restrict the right

of the Provinces to embark upon the business you propose."

On February 19th, 1909, at Weyburn, the annual convention of the Saskatchewan Grain Growers' Association after an exhaustive discussion almost unanimously passed the following resolution:

"Resolved:

"(1) That our representatives on the Inter-Provincial Council be instructed to urge upon their colleagues from the other Provinces the necessity for continuing the struggle for Government Ownership and Operation of a system of elevators at initial points with unabated vigor in their respective Provinces, after making a dignified rejoinder to the reply of the Premiers; and,

"(2) That immediate steps be taken by our Executive to prepare and widely circulate a pamphlet setting forth the advantages of the proposed system considered as part of a plan for enabling our farmers as a class to secure equitable prices for their grain.

At the close of the convention the Interprovincial Council met and dealt with the reply of the Premiers and at the same time reiterated the demand for Dominion owned and operated terminal and transfer elevators. In this connection they urged upon the Dominion authorities that they should provide terminal facilities on the Pacific coast.

Below is given the rejoinder of the Inter-Provincial Council to the reply of the Premiers:

Text of Rejoinder

"To the Hon. the Premiers of Manitoba, Saskatchewan and Alberta:

"Gentlemen,—The Inter-Provincial Council of Farmers' Associations, having considered your memorandum in reply to our proposals, that the Governments of the respective Provinces, 'provide by purchase or construction, or both, at each shipping point where a considerable quantity of grain is marketed, necessary facilities with up-to-date equipments for weighing, cleaning and loading grain,' we beg to submit in reply:"

"You say: 'We understand that you take the position that nothing further can be hoped for by amendments to existing legislation, in so far as regulating internal elevators is concerned, and that to obtain what your execu-

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tives desire, you request that, in so far as the three Provinces are concerned a system of government ownership and operation of grain elevators be inaugurated."

"That fairly states the position we take as to the futility of any further restricting legislation and properly interprets the meaning of our request. Nothing in your memorandum seems to convey the impression that there is any constitutional or legislative difficulty in the way of you granting us that request.

"The constitutional difficulties you set forth only apply to matters that are outside of and not necessary for the carrying out of the requests made by us."

"We propose to deal categorically with the difficulties set forth in clauses 1, 2, 3 and 4, commencing on page 7 of your memorandum.

"1. To wholly and absolutely control, regulate and govern the storage and handling of grain."

"The requests we made require no fuller powers in this respect than those now enjoyed by the owners and operators of privately owned elevators."

"2. To prescribe, control and regulate the weights and grades of grains, subject to no alteration or review by any other authority."

"The only powers required with respect to weights are those now enjoyed by every elevator operator in the Province, viz., the power to weigh in and out on standard scales and power to compel common carriers to deliver the same weight of a commodity as that which can be proved to have been entrusted to them. With respect to grades, we do not request you to grade grain, everything being stored in special bins, and placed at the disposal of the owners of grain, whether producer or purchaser."

"3. To fully control all the transportation companies, railways, etc., in the matter of expropriation of elevators and sites, the distribution of cars and in other respects to provide such regulations and restrictions respecting these companies as shall be essential for the convenient and satisfactory handling of grain."

"The provisions of the Railway Act, Grain Act, and the regulating power vested in the Board of Railway Commissioners amply protect you in carrying out our proposals.

"4. Generally all such power and authority as to trade and commerce and the weighing and grading of grain as may be necessary to give the provinces complete inherent and extraterritorial jurisdiction in the premises in every respect; that is to say, full authority within the provinces and also outside, where the grain may be handled at terminal points."

"In reply to this clause it may be said that elevator companies, including those operating under provincial charters, such as the farmers' elevators, now enjoy all necessary privileges and powers for the carrying on of the business connected therewith, which is all that our proposals require of you."

"The only power the Governments require respecting weights is that enjoyed by every elevator in operation in the provinces."

"The proposal does not involve the provincial Government undertaking the grading of grain everything being stored in special bins, placed at the disposal of the owners of grain, whether ownership was acquired by growing or purchasing. Nor do we think it necessary that, in order to carry out our proposition, you should have any further control over transportation companies."

"We submit further that legal monopoly is not necessary to safeguard the financial interests of the provinces. Hence, no constitutional difficulty presents itself in that

regard. The government system will have a virtual monopoly because of the impracticability of the present system (due to causes which we will show further on) remaining in the field in opposition to the government. Nor do we consider that it would necessitate any heavy financial responsibility on the part of the several provinces, as the full expense of the system will be chargeable to the grain passing through the elevators."

"We ask you to provide only the necessary storage facilities at any given point. At many points there are more elevators than are required. We anticipate that storage equal to one-third of the grain marketed at each shipping point will be sufficient. We absolutely do not wish to interfere with the use of loading platforms."

"The safeguarding from financial loss lies in the fact of the demand for these facilities, and the power possessed by the provinces, to limit the storage to the capacity that is found necessary to properly and reasonably meet the demands upon it."

"It can easily be determined by inquiry to what extent the use of loading platforms at any point would be lessened by the opportunity to use storage facilities, when the suspicion of improper practices is removed. Our investigations lead us to believe that a large percentage of those persons now using the platforms would gladly avail themselves of the opportunity of employing the government system of storage and shipping facilities—the ability to clean before shipment being an especially valuable privilege."

"Your memorandum states that for twelve months, ending August 21, 1908, 1,334 elevators, with a storage capacity of 39,724,000 bushels, within the three provinces, shipped approximately 42,000,000 bushels of wheat and that 12,500,000 bushels were shipped from loading platforms. That is to say that the 1,334 elevators received and shipped an average of 31,484 bushels. An elevator can, in a season, handle 150,000 bushels as easily and almost as cheaply as 30,000 bushels, therefore you can readily see the enormous drain the maintenance of so much unnecessary storage is on the resources of the province."

"To illustrate how it works out, the farmers' elevator at Miami last season handled 130,000 bushels of grain, which gave them a revenue of 1½ cents per bushel, or \$1,950. Three other elevators at the same point handled 67,000 bushels, or an average of 22,333 bushels. They would necessarily have to charge about 8¼ cents per bushel to have the same revenue as the farmers' elevator had on a charge of 1½ cents per bushel. The whole elevator system of the three provinces would have to charge about 6¼ cents on every bushel they received to have a revenue proportionately equal to the Miami farmers' elevator.

"We submit that a government elevator at every shipping point in the three provinces would be in a similar position to that in which the farmers' elevators now are. The storage capacity has increased at interior points during 1908 by nearly 4,000,000 bushels—now standing at about 43,300,000 bushels. Up to November 30 they had received about 43,400,000 bushels having at that date 13,000,000 in store. Nothing can be more eloquent than those figures in showing the need that exists for the government taking control of and regulating the storage system in order to husband the resources of our farm population."

"The system now in operation permits the elevator owners to charge enough to make the operation of their elevators pay, regardless of the quantity of grain they handle. Nothing short of government intervention will prevent the continuous duplication of elevators."

"You will recall that at our conference at Regina we

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discussed the advisability of operating the proposed system by an independent commission. We are of the opinion that this method would be the most satisfactory to all concerned."

"We are pleased to note your assurance and willingness to co-operate with us in any measure or measures that will place the agriculturists in a more advantageous position to carry on their labor, and in as much as we are of the opinion, from your own memorandum that no constitutional or legislative difficulty exists to prevent the provinces granting the demands we made, on behalf of, and in the interests of the Grain Growers of the three provinces, we shall be glad to receive from you at an early date, an assurance that you will accede to our requests just as soon as you can provide for the necessary financial arrangements to inaugurate the proposed system."

R. MCKENZIE,
Secretary Inter-Provincial Council.

Since the Weyburn meeting the matter has had some attention from the Alberta and Manitoba Legislatures.

On February 25th, 1909, Premier Rutherford introduced the following resolution which was passed by the Alberta Legislature: "That whereas the farmers of Alberta are dissatisfied with the present arrangements for the storing of grain at initial points, the legislature calls the attention of the Governor-General-in-Council to the desirability of the Government of Canada dealing with the question of initial elevators by making a provision for government ownership and operation of the grain elevators in Alberta; or by having conferred upon this province, either by Dominion or Imperial legislation, power to fully deal with the question of storage, transportation and grading of grain."

(The Premier in moving the resolution said it was the logical conclusion of the answer given by the Premiers of Manitoba, Saskatchewan and Alberta to the Grain Growers' conference. The governments did not think they should go into the grain business unless they had a public monopoly.)

On March 4th, the following resolution was presented by Premier Roblin in the Manitoba Legislature, and passed without a division, owing to an amendment moved by

Mr. Williams of Arthur, being declared out of order by the speaker:

"Resolved, that a memorial be presented to His Excellency the Governor-in-Council setting forth that:

"Whereas the farmers of Manitoba are dissatisfied with the present arrangements for storing grain at initial points, the elevators being in the hands of the grain dealers;

"And whereas the farmers believe that it would be in their interests and in the interests of the public generally, that the initial elevators be publicly owned and controlled;

"And whereas under our constitution the power to control and regulate the storage and handling of grain, the weights and grades, the power to control and regulate the transportation companies and make the provision for the granting of elevator sites on railways, as well as the distribution of cars and generally all matters relating to the grain trade of Canada, rests in the federal parliament and not in the provinces, as provided in the British North America Act;

"Therefore, this assembly begs to call your excellency's attention to the desirability of the Government of Canada dealing with the initial elevator situation, either by (a) making provision for government ownership and operation of the grain elevators in Manitoba; or (b) by having conferred upon this province, either by Dominion or Imperial legislation, the power to fully deal with the question of storage, transportation and grading of grain."

Mr. Willits' amendment, which was seconded by Dr. Thornton, omitting the recital of the farmers' demands addressed to the Premiers, reads as follows:—

"Therefore this Assembly begs to call your excellency's attention to the desirability of the Government of Canada co-operating with the Province of Manitoba, by supplementing Provincial legislation by such Dominion legislation as may be necessary to carry out the recommendations set forth in the proposals to the Premiers by the Inter-Provincial Council of the Grain Growers' Association and the Grain Growers' Association of Manitoba."

The foregoing portions of this pamphlet are historical in character, being a narrative of the struggle for Government Ownership of Elevators, interspersed with the various documents connected therewith. It might be well

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Sale price

No. 101—Sideboard, rich golden quarter cut Royal Oak finish, nicely carved, two cutlery drawers and one long drawer for linen; large size cupboard; regular value \$22.50. **14.95**
Sale price

No. 102—Sideboard, golden quarter cut Royal Oak finish, nicely polished; size of case 50x 22 inches; fitted with two cutlery drawers and one long linen drawer. Back nicely carved and has a 36x18 in. British bevel mirror; regular value \$33.00. **26.00**
Sale price

No. 103—Sideboard, Selected quarter sawed Oak, highly polished, very handsome design; fitted with large shaped British bevel mirror; case 50 in. wide by 23 in. deep; lined cutlery drawers; regular value \$47.00. **34.75**
Sale price

The Stephenson Furniture Co. Ltd. Cor. Main and Alexander Avenue, Winnipeg, Man.

to state before leaving this part of the subject something with respect to the petitions. Although the circulation of them has not been nearly concluded, upwards of 10,000 signatures have been obtained in Manitoba alone, mainly among farmers and merchants. The Winnipeg Trades and Labor Council have shown their sympathy with the farmers in their struggle by passing a resolution in favor of Government Ownership of elevators. This would ensure the obtaining of thousands of signatures to the petition in the city, were efforts made to secure them.

Below will be found elaborated statements of a number of the reasons for Government Ownership advanced in these documents, with some additional ones. The matter is for the most part extracts from speeches of leaders of the movement, dealing with the question.

Relating to Economy

"One phase of the situation that complicates matters is the unnecessary number of elevators doing business. The Warehouse Commissioner reports that the receipts of 1,183 elevators in Manitoba and Saskatchewan were, each an average of little over 31,000 bushels of wheat in the crop year of 1907-08. An elevator can handle 150,000 bushels in a season almost as cheaply as it can handle 30,000. As an example of how it works out, the receipts of seven elevators in Morden were 123,780 bushels. One elevator would accommodate the business as well as seven. So the grain was taxed to pay wages, insurance, taxes, cost of maintenance, etc., of six elevators not required.

"The Miami Farmers' elevator handled 110,000 bushels. Three other elevators there got 67,000 between them. The Farmers' Elevator could, with scarcely any additional expense, have done all the business and the cost of maintenance of the others could have been saved the farmers."

"In any other line of business, where there is not enough for all engaged, some of them have to pull out. The elevator business has a way of its own. They charge enough for the service to make it pay, whether they do a large or small business."

Relating to Cost

"Deducting the Mill Elevators at country points, we have in Manitoba, 638 elevators with a capacity of 17,678,010 bushels, which is estimated to have cost when built at the rate of 15c per bushel capacity or a total of \$2,651,170. Many of these houses have no value as a business proposition. Their maintenance is an unnecessary drain on the resources of the country. Some of them have been built 20 to 25 years ago and are too old to be of value. So that on the whole if the owners realized say 40 per cent. or a total of 1,000,000 dollars, they would be well paid for any equity or vested right they have in the storage business."

Another View of Cost

According to the Premier's reply, in the shipping season of 1907-8 there were 1,334 elevators in the three provinces, which handled 42,000,000 bushels of wheat, or an average of 31,500 bushels per elevator. These figures did not, however, take into account the oats, barley and flax which passed through them.

The total amount of all kinds of grain handled by them, allowing that 22 per cent. passed over the loading platform in that year, was over 66,000,000 bushels.

Allowing that the elevator capacity should be equal to one-third of the amount passing through them in a year there would be required only 22,000,000 bushels of storage capacity, that is to say: The Government would be required to furnish 752 elevators in place of 1,334 then in existence.

The average capacity of these 752 elevators would require to be the same as the average capacity of the present system, viz.: 30,000 bushels, in order to provide the required storage. Employing proper business methods, elevators of this capacity could be built and equipped at the present time for \$5,400 each, but those now in existence should be purchased for very much less, owing to depreciation from age.

Within the last few days the Northern Elevator Company sold a 25,000 bushel elevator, with stone foundation and equipped with cleaning apparatus, for \$1,500.

Not accounting for depreciation, the requisite 752 elevators would cost \$4,060,800. If a fair amount were allowed for depreciation, the cost of purchasing the needed storage for the three provinces would not exceed \$3,000,000.

Field and Garden Seeds

Timothy, Brome Grass, Redtop, Peas, Corn, Potatoes, etc. We advise securing your supplies early. Prices right.

CLEANED GRAIN—Wheat, Flax, Oats, Barley, etc., in exchange for your home-grown farm produce if required.

HAY, OATS, FLOUR, FEED, ETC.—Carlots bought at any point and shipped to any point in the west, or railway gang, construction, lumbering and logging centres.

FENCE POSTS—Tamarac and cedar, green or dry, at attractive prices.

POTATOES AND VEGETABLES—Write, wire or phone for our prices. We operate heavily in these commodities.

We buy, sell and exchange anything and everything produced on the farm, and solicit your business.

Wilton Bros.

Corner King and James, Winnipeg
Telephone 2699

In establishing a Government system the representatives of the Government would endeavor to purchase the storage in existence at any given point.

If the storage were not in excess of the requirements at such point the price offered would be equal to the cost of duplication, less a proper allowance for depreciation through age.

Where a point was over-stocked with storage facilities the price offered for the total storage would be equal to the cost of duplication less a proper amount for depreciation through age, cost of tearing down excess storage and removing and re-erecting the same at another shipping point.

The tearing down, removal and re-erection of elevators is quite common, the cost in the case of an ordinary line elevator rarely exceeding \$1,500.

Should the storage facilities which could be purchased on these terms prove to be in excess of present requirements, it could be utilized from time to time to meet the increasing needs of the provinces.

The increase of storage for one year since 1907 has been 9 per cent.

The acceleration which will be given to railway building in the West by the policy of the present governments leading to a great increase in the production of grain, will greatly increase the percentage of storage expansion during the next few years and thus rapidly absorb any excess storage which the Government might acquire even should they purchase all the elevators now in existence.

In the cost of operation we must consider that where new storage is created at points where the shipments will be large the capacity of such elevators will be much more than 30,000 bushels, and consequently the amount of help required in operation will be much less than in a system of smaller elevators.

At points where more than one average sized elevator will require to be retained to provide the necessary storage, two or more elevators can be connected by conveyors and shafting and operated by a single staff, except, perhaps, at the busiest season.

Taking the above facts into consideration, and also the

(Continued on page 53.)

REPORT OF PRESIDENT ROOSEVELT'S COUNTRY COMMISSION

About a year ago President Roosevelt got an appropriation from Congress for the purpose of having a commission investigate the needs of country life or how the farmer might best better his position. This commission has reported. Their conclusions are based upon thirty public hearings, at which farmers and farmers wives from 40 States attended and upon the answers to 130,000 sets of questions sent out through the Department of Agriculture.

The three great needs of country life as discovered by the commission and summarized by the President in a special message to Congress, are the following:

"1. Effective co-operation among farmers, to put them on a level with the organized interests with which they do business.

"2. A new kind of schools in the country, which shall teach the children as much outdoors as indoors and perhaps more, so that they will prepare for country life, and not, as at present, mainly for a life in town.

"3. Better means of communication, including good roads and a parcels post, which the country people are everywhere, and rightly, unanimous in demanding.

"4. To these may be added better sanitation; for easily preventable diseases hold several millions of country people in the continual slavery of ill health."

On the first need, that of organization, the report lays great stress. While admitting that "there has never been a time when the American farmer has been as well off as he is to-day," the commission finds that "agriculture is not commercially as profitable as it is entitled to be for the labor and energy that the farmer expends and the risks that he assumes," and that "the social conditions in the open country are far short of their possibilities." On the subject of organization, the Commission says: "Where farmers are organized co-operatively, they not only avail themselves much more readily of business opportunities and improved methods, but it is found that the organizations which bring them together in the work of their lives are used also for social and intellectual advancement.

"The co-operative plan is the best plan of organization where men have the right spirit to carry it out. Under this plan, any business undertaking is managed by a committee; every man has a vote and only one vote; and every one gets profits according to what he sells or buys or supplies. It develops individual responsibility and has a moral as well as a financial value over any other plan."

"This," comments the New York Globe, "is a direct instigation to collective bargaining a suggestion which some years ago would have provoked bitter opposition." The Globe goes on to say: "To-day no quarrel will be had with the theory of it, whatever fault may be found from the standpoint of practicability. The principle of co-operation and combination is hailed to-day as of universal applicability."

"Yet the farmers have not been without organization. One of the most important chapters in American industrial history—the period of Granger legislation—was due to the pressure brought to bear by the Grangers. Farmers have both felt the incentive to combine and have known how to make their combinations effective in the pursuit of political or legislative ends.

"Their failure spontaneously to take similar action—or to effect similar organization—for the purpose of buying and selling does not necessarily mean that they have not felt the desirability of such organization. It may mean that thus far there have been too many difficulties in the way to make such organization of any value."

"Nowhere has co-operation been more successful than among farmers abroad," says the New York Evening Mail, which thinks it "peculiarly fitted for agricultural communities". The Washington Times foresees that co-operation and the parcels post would spell "the decadence of the country town." "The parcels post means that orders may be sent to the city and filled, cheaply, conveniently and satisfactorily. The extension of co-operation means that the co-operative societies will everywhere be doing what they are now doing in a few places—emancipating themselves from the exactions of the limited market of the country town; from the "grain-buyers ring," which every country town used to know, from the agreement among the little group of general stores at the county seat town, from the limitations of the meager market in which they were compelled to turn in their butter and eggs and chickens, and take out a poor equivalent in "trade." It means putting the farmers business on a new basis, and bringing him to the greater market for both his sales and his purchases.

"All this means an end to much of the importance, commercially and socially, of the country town. Add to this the improvement of the country schools, by process of consolidation, grading and free transportation of pupils to and from them, and the village will find its excuse for existence largely gone.

The New York Evening Post in commenting on the work of the commission, claims that the tenant farmer has not been given sufficient consideration. In some of our older districts, at least a third of the land is operated by tenants and the remarks of the Post will in part apply to us. On this point we read: "Were the tenant farmer rare he might be overlooked; but for the past twenty years he has been multiplying at a rate that, if not alarming, is surely noteworthy. In 1880 25.5 per cent of our farms were leased to tenants; in 1900 35.5 per cent.; and to-day perhaps 40 per cent. is a fair estimate. In a dozen ways the tenant farmer hinders the betterment of his community. He is a tramp—an honorable one, to be sure. He remains only a short time in one place. American farm leases being, unlike those in Europe, of short duration. Why then should he go in his pocket for Macadam roads, a new school house, a village library, and all the rest? What does he care about sterilized wells and sanitary pig-stys? Let the landlord look after such frills if he wants them. What chances are there for more voluntary organized effort among farmers when this spirit shows itself in a third of their number? Interest in local affairs can never be stronger than the ties which bind the farmer to the community.

"The man who rents would gladly buy his own farm if he could; and, if he bought, he would lend a willing ear to expert advisers and join his neighbors, to the limit of his purse, in bettering community life. But the best farms are either held at top figures, or else only rented; good land is rising in price; and if he would borrow to buy it he must pay the same interest rate and accede to the same terms as the city investor of like financial standing. Europe discovered this long before the Roosevelt commission was born, and solved the problem by founding agricultural banks which get capital from the State at nominal rates—or without interest, as in France—and lend, at 3 per cent. or thereabouts, sums up to 75 per cent. of the value of the land or equipment which the farmer would buy."

Man's failure in the world may often be attributed to the fact that he uses blank cartridges when firing at the target of success.—Selected.

FARMER SHOULD TAKE A LEAF OUT OF THE OTHER FELLOW'S BOOK

The National League of Commission Merchants recently held their annual convention in Peoria, Illinois. The following excerpts from the address of the President give us an idea how the commission merchants do things and why they do them:

"1908 will go down in trade annals as the year of extremes, a year of poverty and plenty, a year that tried the merchants souls, and a year that proved the wisdom of ORGANIZATION over and over again".

"The strength of your organization can no longer be questioned. Its personnel of membership is a never ending source of pride to its officers, and its powers for good in all that concerns our commercial existence must be evident to all."

"We have passed through seventeen years of steady development, with TWENTY-NINE OF THE BEST MARKETS OF THE COUNTRY AT OUR COMMAND."

"Living in a period of over regulation that gives a chance to all public utilities to construe the laws to their own liking needs an organization competent to fight for the people and to meet the issues. The business man no matter how well posted needs ORGANIZATION to fight his battles for him."

"There is a duty devolving upon us to keep pace with the wonderful development of this country, to be in position to move the constantly increasing crops."

"Our interests are in the commission branch of our business."

"The helter-skelter mode of doing business in the past must give way to the scientific business methods of the future."

"The merchant of quality and standing that can get into the National League through the local branch, will in the near future find himself in a most fortunate position."

"There are no divisions in our lines. Some of you may handle different commodities, but we lean ALL ON ONE ANOTHER, and we need the protection that ORGANIZATION can afford us."

"The distribution of the fast increasing crops would warrant the National League in reaching out for more markets."

"We must be in position to move the constantly increasing crops of the country, and consignments must be the plan of the near future; and we must be in a position to gather in the harvest that awaits us."

The foregoing contains many good lessons that farmers ought to benefit by. There is not an argument advanced in favour of the organization of commission merchants that does not apply with ten fold force to the ORGANIZATION of farmers; and this very organization of the commission men ought to show farmers how helpless they are WHEN THEY ARE NOT ORGANIZED.

The markets at the command of the commission men's organization are markets for farm products. Who controls them? Who ought to control them? Have the commission men a greater right to control them than the men who furnish the products that make the markets? Who should stand higher in the commercial world, who should be accorded greatest power over prices—those who create the goods or those who merely handle them? If business men need ORGANIZATION TO FIGHT THEIR BATTLES for them, do not farmers need such ORGANIZATION all the more? If great development calls for the ORGANIZATION of business men, does not greater development call for the ORGANIZATION of farmers.

There is no calling in which greater developments are being made than in farming.

And who has a more helter-skelter mode of doing

business than farmers have? "They handle all sorts of stuff", but they "lean all on one another, while in farming, each farmer seeks to dispose of his crop, no matter what it may be without consulting his neighbor, often causing rivalries and antagonisms among the farmers themselves—just the situation to make them the easiest prey."

Farmers have a good business, the best in the world if they could only be induced to do as other business men do—ORGANIZE, and not be a prey for all other organized interests.

PERMANENT TARIFF COMMISSION FOR U. S. A.

A convention of business men recently held at Indianapolis has demanded the appointment of a permanent tariff commission for the United States, charged with the duty of the collecting, and intelligent, thorough, and unprejudiced study of tariff facts; the development and enlargement of foreign trade; the accomplishment of this by reciprocal trade agreements, based on maximum and minimum schedules so that they shall affect all interests equitably, and the fixing of the rates of duty, to be paid on imports from any foreign country, within the maximum and minimum rates established by Congress, under reciprocal trade agreements negotiated by or under the direction of the President.

This seems a step in the right direction. The tariff in this country as in the United States has been fixed, not with the idea to raise the most money at the least expense to the average producer, but with the idea of giving some interest which had a pull a certain amount of protection, or in other words, a bonus for existing, by the producer; and as the farmer is the greatest producer in the country, the result has been he has had to bear far more than his share of taxation.

GUARANTEEING BANK DEPOSITS

As a result of the late financial panic in the United States there has been a demand for some scheme for guaranteeing bank deposits. Bills are now pending in nearly every legislature west of Pennsylvania. In Kansas three plans have been suggested. One is that a state corporation be organized with authority to insure the deposits in a bank. Under this plan a bank would take out a policy with this state corporation insuring its depositors against loss. Another bill proposes to create a state guarantee department and compels all banks to participate in the system. Under this plan each bank would be assessed so much annually for the state guarantee fund. The assessment to be based on the amount of deposits carried by the bank.

This latter plan would appear to us a good one for our own banks to adopt. Owing to our system it could easily be put in operation and if the depositors had a guarantee that every bank in the country was behind their particular bank it would prevent heavy withdrawals at a time when capital is most needed. It would make one bank watch the other with respect to their investments and thus doubly safeguard the depositor.

"EXPRESSIVE"

"We don't like to be always fussing and complaining about first one thing and then another in our editorial column," the "Bingville Bugle" (U.S.A.) remarks, "but the reappointment of Jabe Parker as the town supervisor of roads by the County Commissioners stirs our blood up worse than any spring medicine we ever took."



WOMAN'S SPHERE



CONCERNING EGGS

(By Mrs. Rorer).

The egg of the domestic fowl is a typical or perfect food—that is, it contains all the elements of the blood and is therefore capable of building the young chick. But it is not, however, a complete food for the adult human being.

In classification, eggs are placed with the nitrogenous or proteid group, the muscle or tissue building foods, which are principally digested in the stomach. In composition the white and yolk of the egg widely differ. The yolk contains fat, and a small amount of sulphur, a thickening proteid material known as globulin, and yellow coloring matter. The white of the egg is comparatively free from fat and much richer in the nitrogenous element, albumin. The carbonaceous matter in an egg, calculated as starch, is equal in the proportion of 1.75 to one of nitrogen. For this reason we mix oil with our eggs for salads, or serve bacon with them, or use them as a garnish with very fat meats, or serve them with white bread and butter or other farinaceous materials as in puddings.

Although eggs are more easily digested raw than cooked they are not difficult of digestion when carefully cooked. The white of the egg if boiled rapidly is hard and horny, difficult of digestion, and requires most thorough mastication. If, however, the egg is put into warm water, brought to the boiling point, and kept just below that for twenty minutes, the yolk is rendered easy of digestion, and the white loses its density. If finely divided, or put through a vegetable press, eggs may be taken by invalids or children.

IN ARRANGING BILLS-OF-FARE

When making out bills-of-fare, or arranging a diet, it is well to compare the analyses of all the nitrogenous foods on the one side and the carbonaceous foods on the other; for instance, compare the analyses of meat, milk and egg that you may be able to arrange these materials in proper proportions. According to Yeo the following table is correct:

	White of Egg	Yolk
Water	84.8	51.5
Albuminates ...	12.0	15.0
Fats	2.0	30.0
Mineral matter ...	1.2	1.4
Extractives ...		2.1

To make sure that you are quite correct in arranging the minerals in perfect diet, compare the mineral matter of milk, eggs and meat. You will find in lean flesh, potassium, phosphoric and sulphuric acids, but little lime, however, or sodium, while milk is rich in calcium and chlorine, and eggs contain a goodly quantity of sodium, iron and phosphoric acid. It is well to bear all this in mind when substituting eggs or milk for beef, or beef for eggs and milk.

The yolk of an egg cooks more quickly than the white, hence in a soft-boiled egg the white is frequently unchanged, uncoagulated, while the yolk is cooked.

HOW TO TELL FRESH EGGS

To ascertain the freshness of eggs without breaking, fold your hand around an egg, hold the egg between the sun or a bright light and yourself and look through it. If the yolk appears round and the white surrounding it

clear, it is fresh. A good egg will also sink when dropped into a bucket of water; if it topples around in the water, apparently standing on its end, it is fairly fresh; if it floats, beware of it. The shell of a fresh egg looks dull and porous; that of an old egg, thin and shiny. When eggs are kept any length of time they lose water by evaporation through the pores of the shell, and rattle or shake. This is not a sign of particular staleness, although stale eggs rattle; in warm weather this will occur the second day, and the egg will still be quite good.

SOME WAYS TO PRESERVE EGGS.

There are several easy methods of preserving eggs as it is only necessary to close the pores of the shells. This may be done by dipping them in melted suet, or packing them, small ends down, in salt, using a good quality of salt between the layers of eggs. Bran may be used for packing, but it is not as good as salt. Eggs are varnished to close the pores, but this spoils the flavor.

The air may also be excluded by placing the eggs in a keg of lime-water; this protects them from the air and also acts as a germicide. Eggs should be packed not later than the middle of May nor earlier than the first of April. They will keep easily in cold storage for months, but must be used as soon as taken from that temperature. They will not keep in good condition over twenty-four hours after exposure to heat.

Eggs also may be evaporated and kept in glass bottles or jars. Separate the whites and yolks, spread a few at a time on a clean stoneware or china platter, and slowly evaporate or dry in a very cool oven. When the mixture is fine and perfectly dry, it is ready to put away. This powder is capable of taking up the same amount of water that has evaporated from it, and may then be used as fresh eggs.

There are in the market a number of egg powders, sold under various names; they are, as a rule, composed of evaporated eggs only. Do not confound these with "egg substitutes" sold under various names that sound like egg mixtures; these are composed mostly of corn or potato starch and do not in any way take the place of eggs. One that I have in mind, which is quite a good seller, contains four parts of potato or corn starch, two parts tartaric acid, one part bicarbonate of soda, mixed and colored with tumeric powder. This gives, when moistened, the yellow coloring of egg, and acts also as a "leaven" when mixed with dough.

EGGS SHOULD NOT BE "BOILED."

The ordinary term "boiled eggs" really should not be used, or rather eggs should not be boiled. To cook in the shell put the eggs into hot water, cover the vessel and keep them away from the fire until the white has coagulated. The greater the number of eggs the longer they must stand and the greater amount of water. Two eggs in a quart of water will take ten minutes; four eggs in a quart of water will take twenty minutes. To cook a larger quantity of eggs for breakfast put them in a saucepan; pour over them a quart of boiling water; allow them to stand on the table ten minutes; drain off this water; cover again with boiling water; stand five minutes; then put them into a large bowl or dish. Cover

again with a quart of boiling water and send at once to the table. By this method the whites will be coagulated, and the yolks will be perfectly cooked.

POACHED OR DROPPED EGGS.

This method of cooking requires perfectly fresh eggs. In opening a fresh egg you will notice the white is held in a membrane; to poach or drop this must be in good condition or the white will become thin and "ragged," leaving the yolk exposed. Have ready over the fire a saucepan of boiling water; select the number of eggs desired; take them to the side of the stove, and have with you a saucer, slip it at once into the boiling water and so continue until you have the desired number. Pull the saucepan to one side where the water cannot possibly boil; with a spoon, baste the top of the eggs with the hot water, being very careful not to crack the white which has coagulated on top of the yolks. Have ready slices of nicely toasted bread; lift each egg on a skimmer; cut off the edges and slide the egg on to its piece of toast. Dust lightly with salt and pepper and send at once to the table. The toast should be quickly made, the crust or edge of the bread just rolled around in hot water, and at once buttered.

WHEN YOU WANT A HARD-BOILED EGG.

There is such a difference between hard-boiled eggs it seems necessary to give a decided receipt, as many dishes call for hard-boiled eggs.

Put the eggs into warm water; bring slowly to 200 degrees Fahrenheit and keep them at this temperature for thirty minutes. When done lift and drop them quickly into cold water and remove the shells. This prevents the yolk of the egg from discoloration. If eggs are dropped into boiling water and boiled rapidly for five minutes, it is true they will be hard, but the whites will be tough and indigestible; the yolks will be mealy on the outside, tough in the centre and almost as indigestible as the whites.

BEAUREGARD EGGS.

Hard-boil five eggs. Remove the shells; separate the whites from the yolks through a sieve; chop the whites very fine or put them through a vegetable press. Rub a tablespoonful of butter and one of flour together; add half a pint of milk and stir until boiling; add half a teaspoonful of salt, a saltspoonful of pepper and the whites of the eggs. Stand this over hot water while you toast five slices of bread. Arrange them neatly on a platter. Pour over the white mixture, dust over this the yolks, and a little salt and pepper; stand a moment at the oven door, and after the yolks are warm send to the table.

SHIRRED EGGS.

Sprinkle the bottom of individual dishes with bread-crumbs; drop one of two eggs in each dish. Dust the edges lightly with crumbs, stand the dishes in a baking-pan of hot water and bake in the oven until the eggs are just set. Remove and dust lightly with salt and pepper, and place a bit of butter in the centre. Send at once to the table.

ALL SORTS OF OMELETS.

One good rule will answer for all omelets. Variety is given by the different garnishings. For instance, a parsley omelet is made by adding chopped parsley to a plain omelet.

A Spanish omelet is made by cooking onion in the butter into which the eggs are turned.

Oyster omelets are plain omelets served with oyster sauce.

An omelet with peas is a plain omelet garnished with hot, nicely seasoned peas.

Omelet with tomato is a plain omelet with tomato sauce poured over and around.

An omelet with ham is plain omelet with minced ham mixed with the egg.

There are a lot of sweet, light omelets that are served

as plain desserts, as omelet with jelly or jam, and fruit omelets.

To make a plain omelet select a perfectly smooth omelet-pan. Rub thoroughly with salt and then put in a tablespoonful of butter; stand this over the back part of the stove where the butter will melt slowly. Beat four eggs for a moment until they are thoroughly mixed; add four tablespoonfuls of warm water, a rounding tablespoonful of pepper. Beat this; draw the omelet-pan over the hottest part of the fire; when hot turn in the egg mixture. Shake the pan, keeping the omelet loose; dust it with half a teaspoonful of salt, and every now and then with a limber knife lift the sides of the omelet and drain the soft mixture underneath. Continue this until the omelet is "set" in the centre; then quickly fold over one-half and turn it out in a heated platter. Do not separate the eggs; such omelets are tough, tasteless and liable to fall.

JAPANESE EGGS.

Hard-boil six eggs, and boil carefully one cupful of washed rice. When the rice is done, drain in a colander and stand in the oven to dry. Remove the shells and cut the eggs into halves crosswise; take out the yolks; rub them, adding gradually four boneless sardines, half a teaspoonful of salt, a saltspoonful of pepper, and two tablespoonfuls of melted butter or olive oil. Roll the mixture into balls, and put it into the space from which the yolks were taken. Take off a little of the convex ends of the whites so that they will stand. Put the rice in the centre of a platter, making it flat like a little plateau; stand the eggs down in the rice; pour over them half a pint of cream or tomato sauce and send at once to the table.

EGG BROUILLE OR SCRAMBLED EGGS.

Beat four eggs without separating, until thoroughly mixed; add four tablespoonfuls of cream, four tablespoonfuls of stock, half a teaspoonful of salt and a saltspoonful of pepper. Turn into a perfectly clean saucepan or chafing dish; stand over a moderate fire and beat constantly until the eggs are jelly-like. Turn out on squares of toast and send at once to the table. Eggs cannot be scrambled properly in an iron pan.

OUR REPUTATION SAVED BY THREE BANANAS

The proverbial "unexpected company" came and we hadn't a thing in the house for desert. There were three very mottled bananas in the fruit dish, so we experimented.

We sliced them and put them in our combination egg beater and sifter. This is a small pan with perforated bottom; a beater runs across the middle and presses upon the bottom so as to force out the contents; cost fifteen cents. We turned the crank of this for five minutes, then added two tablespoons of sugar and turned another five.

By this time a fine, spongy cream, stiff enough to stand alone, had been forced from the sifter and only a few pieces of banana remained in it. We piled the banana cream in individual sherberts, set on ice for an hour and then served to pleased guests.—Janet Thomas Van Osdell.

A SORT OF MILKSHAKE

A politician who was once making a canvass of a county of Arkansas stopped at a certain farmhouse for a drink of water. Said he to the woman who answered his knock:—

"I observe that there is a good deal of ague in this country. A great drawback. It must unfit a man for work entirely."

"Gener'ly it do," said the woman. "Still when my man, Tom, has a right hard fit of the shakes we fasten the churn dasher to him, and he brings the butter inside of fifteen minutes."

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THE GOOD WILL HABIT

The habit of holding the good will, kindly attitude of mind toward everybody has a powerful influence upon the character. It lifts the mind above petty jealousies and meannesses; it enriches and enlarges the whole life. Wherever we meet people, no matter if they are strangers, we feel a certain kinship with and friendliness for them, greater interest in them, if we have formed the good will habit. We feel that if we only had the opportunity of knowing them, we should like them.

In other words, the kindly habit, the good will habit makes us feel more sympathy for everybody. And if we radiate this helpful, friendly feeling, others will reflect it back to us.

On the other hand, if we go through life with a cold, selfish mental attitude, caring only for our own, always looking for the main chance, only thinking of what will further our own interests, our own comforts, totally indifferent to others, this attitude will, after a while, harden the feelings and affections, and we shall become dry, pessimistic, and uninteresting.

How much better it is to go through life with a warm heart, with kindly feeling toward everybody, radiating good will and good cheer wherever we go! Life is short at most, and what a satisfaction it is to feel that we have scattered flowers instead of thorns, that we have tried to be helpful and kind instead of selfish and churlish. The world builds its monuments to the unselfish, the helpful, and if these monuments are not in marble or bronze, they are in the hearts of those whom their inspirers have cheered, encouraged, and helped.

All of us, no matter how poor we may be, whether we have succeeded or failed in our vocations, can be great successes in helpfulness, in radiating good will, good cheer and encouragement. The habit of wishing everybody well, of feeling like giving everybody a God-speed, ennobles and beautifies the character wonderfully, magnifies our ability, and multiplies our mental power.

We were planned on lines of nobility; we were intended to be something grand; not mean and stingy, but large and generous; we were made in God's image that we might be God-like. Selfishness and greed dwarf our natures and make us mere apologies of the men and women God intended us to be. The way to get back to our own, to regain our lost birthright, is to form a habit of holding the kindly, helpful, sympathetic, good will attitude toward everybody.

A MISSION FOR A WRITER

Teach us that wealth is not elegance; that profusion is not magnificence; and that splendour is not beauty. Teach us that taste is a talisman which can do greater wonders than the millions of the loanmongers. Teach us that to vie is not to rival, and to imitate not to invent. Teach us that pretension is a bore. Teach us that wit is excessively good-natured, and, like champagne, not only sparkles, but is sweet. Teach us that envy spoils our complexions, and that anxiety destroys our figure. Teach us the vulgarity of malignity. Catch the fleeting colours of that shy chameleon, cant, and show what excessive trouble we are ever taking to make ourselves miserable and silly. Teach us all this, and Aglaia shall stop a crow in its course and present you with a pen. Thalia shall hold the golden fluid in a Sevres vase, and Euphrosyne support the violet-colored scroll.—Beaconsfield.

He liveth long who liveth well!
All else is being flung away;
He liveth longest who can tell
Of true things truly done each day.

Bonar.

TO-DAY

"Come with me," said the Day, "and let us do things together."

"What kind of things?" asked the man.

"Beautiful things!" said the Day. "Your friend is sick, and a visit from you would give him infinite pleasure. Also, it is long since you saw your sister, who is poor and sorrowful; and on the way you might get some presents for her children, since they have no father to buy them gifts. Then, suppose we take a walk in those woods outside the city, where you and your brother used to play! How long is it since you saw them? or saw your brother? He is back again, I hear, and is minded to lead a new life. We might go to him, and take him by the hand, and go a few steps with him. Then we might—"

"What nonsense is all this?" cried the man. "These are things that I should like well enough to do some time, but not with you. I expect to make ten thousand dollars with your aid; sit down with me at the desk, instead of talking idly."

They sat down, and the hours passed.

By and bye it was time for the Day to go.

"Good-bye!" she said.

"Oh, good-bye!" said the man. "Why do you look at me so sadly and strangely? I mean to do all these things that you spoke of; I certainly mean to do them, with one of your sisters."

"I have no more sisters," said the Day.

And passing through the door, she met the entering Night.—Laura Richards (The Golden Windows.)

THE HABIT OF CONTEMPLATION

We can all possess one unailing source of happiness—rightly directed contemplation. We perish through lack of thinking. The habit of contemplation is being pressed out of modern life. People who ride in motors cannot dispense with their speed; and people who do not ride cannot get rid of their dust. Perhaps I had better explain. I mean that the means of rapid transit have be-gotten in men's minds a restlessness, a desire to be always on the go that is fatal to the habit of contemplation. Men and women think nothing of motoring fifty miles for lunch. That is symptomatic. It means that they are not able to sit still in a still room and think. For example, no one reads poetry nowadays. Poetry takes reading; it cannot be skipped. And we are all for skipping. Again, to elucidate the parabolic saying about "the dust." It is clear that motors are dominating the roads, making the roads disagreeable for people who do not ride in motors. You cannot walk with any comfort nowadays along the highway. Well, the restlessness of the "skippers" is creating a moral atmosphere in which the contemplative person cannot live. His mode of progression is rendered intensely disagreeable—he is choked with dust.

Now I suggest the deliberate cultivation of this habit of contemplation. Sit down and call up before your mind's eye the scenes of our Lord's life. Take one of the creeds as the basis. "And in Jesus Christ, His only Son our Lord, Who was conceived by the Holy Ghost." Call up before yourself the visit of the angel Gabriel, the lowly maiden's acceptance of the call, the visit to Elizabeth, the Magnificat. "Born of the Virgin Mary." Look upon the little Babe lying in the manger, the sweet patient mother, the grave reverend Joseph, and the herds peering in to see the strange sight. "Suffered under Pontius Pilate." Dare to go into dark Gethsemane. See the Disciples sleeping for sorrow. Listen to the prayer of the Son of Man. Then the sudden lights, and the rough soldiers with Judas at their head: "Hail, Master, and kissed Him."

And so on. If we were able to summon up these

pictures of Jesus as we go about our work, if we were able, how much better we should be armed in the moment of temptation; how much freer from pettiness and weariness, and jealousy and bitterness our lives would be!

Added to a rightly directed contemplation must be a right observation. One of the worst features of our restless, rushy age is that we do not see the things that we might see, or hear the things that we might hear, nor are our noses suffered to perform any pleasant function. I remember walking with a friend of mine through a park. It was summer time, and the air was full of sound. But he interrupted our desultory talk to say, "There's a gold-crested wren up there." Amid all the other bewildering variety of sounds his trained ear had caught the high, thin note of this tiny bird. Just one more instance. I took a walk in The Quatocks with a stranger from India. I led him by by-paths, and shewed him lovely far-stretching vistas. I picked out all the most beautiful views I knew, and introduced him to them. But he turned a bored, uninterested eye upon everything, and went on talking about stocks and shares, and his income, and his importance, and his career. He told me afterwards that he was disappointed even in the Alps.

Ruskin says that we ought to take "extremest pleasure in very little things." But we must see the very little things first. We must keep our weather eye open. We must be on the look out for "our mercies." I think the man who wishes to be happy will not seek to be important, or he will have no time for the very little things; or dignified, or he will be solitary; or clever, or he will be envied; or rich, or he will be deceived; or a pauper, or he will be depressed. The best opportunity for happiness is in the life of a quiet private man.

FOUR CLASSES OF READERS

The first class of readers may be compared to an hour glass, their reading being as the sand; it runs in and runs out, and leaves not a vestige behind.

A second class resembles a sponge, which imbibes everything, and returns it in nearly the same state, only a little dirtier.

A third class is like a jelly bag, which allows all that is pure to pass away, and retains only the refuse and dregs.

The fourth class may be compared to the slave of Golconda, who, casting aside all that is worthless, preserves only the pure gems.—Coleridge.

It is less pain to learn in youth than to be ignorant in age.—Solon.

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WHAT IS OUR LIFE FOR?

It makes a great deal of difference to ourselves and all besides whether we use the world for our own interest, or use ourselves for the bettering of the world. To get from the world all that gratifies the senses requires only the meanest qualities, and the most average abilities; but to impart to the world that which will help somebody to think and act better demands the exercise of all the noblest powers of our God-given nature. A man of low cunning may amass wealth, but the world is none the better for his being in it; but the man who enriches the world with pure thinking, holy feeling, inspires it to noble action—over that man's grave the world has every reason to weep.

Who will inspire the young of to-day with a taste for pure literature? Who will teach them to find their highest pleasure in giving a higher moral tone to pleasure? What do we stand for? The world, any more than conscience, will not fail in its verdict when it once clearly sees what we do stand for. It may censure the individual may prepare the timber for his cross, but sooner or later, it never fails to honour a true, noble life. High moral principles are the foundation stones of the world's progress, and the highest is the noble principle which makes man the redeemer of his kind. "Who will show us any good?" Who, in this age of insatiable thirst for pleasure, greed of gold, and grasping after power, of sordid ambition; who, in the world's fevered rush, will lead us to the calm heights of truth and peace? Are we living for the world, or are we teaching the world how to live?—Henry Blakey.

THE VALUE OF TIME

Philosophers have explained space. They have not explained time. It is the inexplicable raw material of everything. With it, all is possible; without it, nothing. The supply of time is truly a daily miracle, an affair genuinely astonishing when one examines it. You wake up in the morning, and lo! your purse is magically filled with twenty-four hours of the unmanufactured tissue of the universe of your life! It is yours. It is the most precious of possessions. A highly singular commodity, showered upon you in a manner as singular as the commodity itself!

For remark! No one can take it from you. It is unstealable. And no one receives either more or less than you receive.

Talk about an ideal democracy! In the realm of time there is no aristocracy of wealth and no aristocracy of intellect. Genius is never rewarded by even an extra hour a day. And there is no punishment. Waste your infinitely precious commodity as you will, and the supply will never be withheld from you. No mysterious power will say: "This man is a fool, if not a knave. He does not deserve time; he shall be cut off at the meter." It is more certain than Consols, and payment of income is not affected by Sundays. Moreover, you cannot draw on the future. Impossible to get into debt! You can only waste the passing moment. You cannot waste tomorrow; it is kept for you. You cannot waste the next hour; it is kept for you.

You have to live on this twenty-four hours of daily time. Out of it you have to spin health, pleasure, money, content, respect, and the evolution of your immortal soul. Its right use, its most effective use, is a matter of the highest urgency and of the most thrilling actuality. All depends on that. Your happiness—the elusive prize that you are all clutching for, my friends!—depends on that. Strange that the newspapers, so enterprising and up-to-date as they are, are not full of "How to live on a given income of time," instead of "How to live on a given income of money!" Money is far commoner than time. When one reflects, one perceives that money is just

about the commonest thing there is. It encumbers the earth in gross heaps.

We never shall have any more time. We have, and we have always had, all the time there is.—Arnold Bennett. (How to Live on 24 Hours a Day.)

MY MOTHER

While conversing with a friend, long since, upon the hollow-headedness of some men's professions, and the scarcity of real friendship, he remarked that when "all others deserted a man, his mother was a friend." She clung to him under all circumstances. How true, how deep, changeless and abiding is a mother's love! It withstands every storm, it is green when all others are blighted.

The troubles of a world may come in a thousand forms, and its storms beat on every side, but firm as some ocean rock it rears itself in the tempest and hurls back its angry lashings. It never grows dim, but burns brightly to the last. She has a smile for our joys, a tear for our sorrows. How little do many of us appreciate the priceless worth of such a friend. She has bent over us through sleepless nights, watched wearily but trustingly for long years and shielded us in helpless infancy. There is no love like hers, and we never forget it. Her lessons are never forgotten. A man may become fallen and degraded and an outcast; he may wander from the path of rectitude and honour, and become steeped in infamy and shame, but her early teachings may find him in many a sad hour, whether he be in a palace or a felon's cell. She is like a vine which clings to the oak after it is shivered by lightning. The world may revile, but a mother loves on. She is the truest earthly friend. Let those who have a mother appreciate the blessing; God pity those who have not.—Thurlow W. Brown.

THE CORRUPTING POWER OF EVIL

The corrupting power of evil may be illustrated by a thousand references to the common things of life. Solomon knew, some thirty or forty centuries ago, that a single dead fly might spoil a pot of very precious ointment; and we all know that one grain or drop of poison may neutralise all the nutritious properties of a hundred times as much wholesome food. But while one drop of dirty water is enough to foul a whole decanter full of that which is bright and beautiful, fifty drops of pure water would not clarify a single glassful of that which is dirty. One single sheep may infect a whole flock, but no number of healthy ones would have power to restore an infected flock.

And so it often is in social and national life. One ill-tempered person may destroy the peace of a whole household, and neutralise the efforts of all the amiable and the good to make the home the abode of harmony and happiness. One disloyal subject in a state may sow the seeds of dissatisfaction towards the government or the sovereign, and may in time light the flames of civil war, and bring upon a nation the horrors of a rebellion; and so a single traitor may betray a city, and ruin a kingdom, though every other man in the may may remain true and faithful, brave and patriotic.

He who takes the wrong side, may, in all these cases, be vastly inferior to those who stand by the right; and yet he may succeed where the others fail. A maniac may kindle a fire which ten thousand of the wisest men in the city may not be able to put out; and an idiot boy may, in ten minutes, destroy a work of art which had employed the noblest powers of the loftiest genius years to complete.

Do not overwork yourself, not sit up too late, and never continue any one mental employment after you are tired of it.—Southey to Coleridge.

WEALTH UNTOLD

Seek your treasure, and you'll find
It exists but in the mind.
Wealth is but the power that hires
Blessings that the heart desires;
And if these are mine to hold
Independently of gold,
And the gifts it can bestow,
I am richer than I know!

Rich am I if, when I pass
'Mid the daisies on the grass,
Every daisy in my sight
Seems a jewel of delight!
Rich am I, if I can see
Treasure in the flower and tree,
And can hear 'mid forest leaves
Music in the summer eves;

If the lark that sings aloud,
On the fringes of the cloud,
Scatters melodies around
Fresh as raindrops on the ground;
And I bless the happy bird
For the joy it has conferred;
If the tides upon the shore
Chant me anthems evermore!

And I feel in every mood
That life is fair and God is good!
I am rich if I possess
Such a jewel of happiness;
And can find, wherever I stray,
Humble blessings on the way,
And deserve them, ere they're given,
By my gratitude to heaven.

Charles Mackay, L.L.D.

THE CHILDREN OF YESTERDAY

Where are the children of yesterday,
In their quaint little frocks and 'frills?
They have sped afar, where the dream-shores are,
And the distance their laughter stills.
Where is the lad with the smiling eyes?—
He was here but a moment ago;
The south wind, wound in the lattice, sighs,
But the south wind does not know.

Where is the babe that was wont to lie
Like a bloom, on its mother's breast?
We can hear the coo, and the footfall, too,
But where is the rest,—the rest?
What of the joy of the good-night kiss?
Has it gone from our lips fore'er?—
The voice of the wind tells the pain of this,
Yet it can't place the kisses there.

Where is the face in the cradle shrined,
And somewhere a bowed, gray head?
For a brief, short span makes the boy a man;
In another,—the man is dead.
Where has the childhood melody gone?
Ah! where are the lullabys?
They can ne'er come back in the quiet dawn
For all that the south wind sighs.

As soon as a man begins to love his work, then will he also begin to make progress.

Idleness is the key of beggary and the root of all evil. If the devil catch a man idle he will set him to work, find him tools, and before long pay him wages.

Time the shuttle drives, but you
Give to every thread its hue
And elect your destiny.

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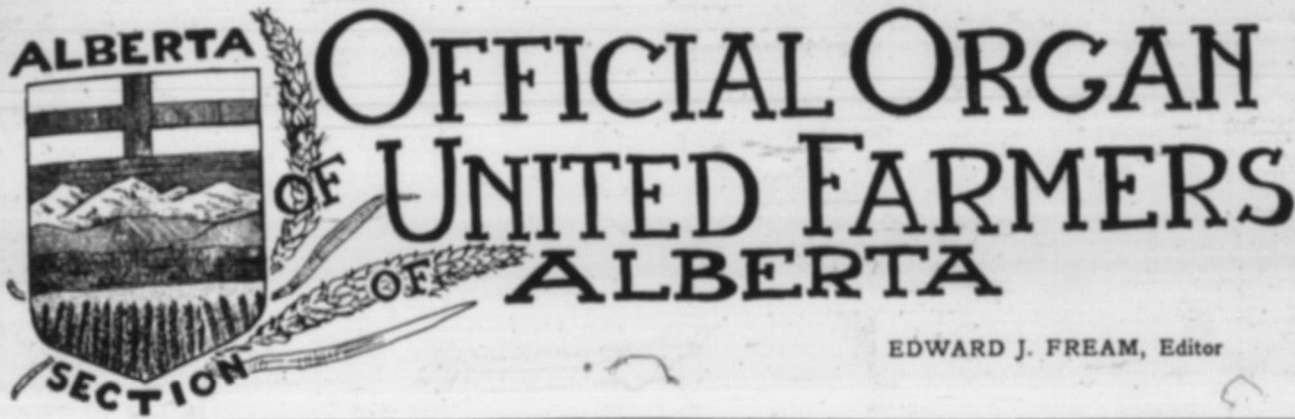
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MEAT CHILLING, PACKING AND EXPORTING

Report of Committee Appointed to Inquire into the Present Position and Possibilities of the Meat Chilling Industry

A very important meeting of the Clover Bar branch of the United Farmers of Alberta was held in the school house at Clover Bar on Wednesday, Feb. 17th, Mr. R. P. Ottewill presiding.

Mr. E. G. Palmer, one of the members of the chilled meat committee, read the report of their year's work, it being very lengthy, occupying over two hours in the reading.

The following resolution was then moved by Mr. Wm. Keith, seconded by Mr. Duguid, and passed unanimously: To the Hon. Frank Oliver, Ottawa:

Whereas at a meeting of the members of the Clover Bar, East Clover Bar, Belmont, Sturgeon and Strathcona Unions of the United Farmers of Alberta held at Clover Bar on the 17th of February, 1909, having been made acquainted with the full report of the chilled meat committee, as submitted to the Hon. Sydney Fisher, be it resolved as follows:

We hereby heartily approve of same and accord it our support, and we respectfully ask the Hon. Frank Oliver as our member to be good enough to support the committee's recommendations in the strongest manner possible and assist them towards achieving something of a practical nature as early as possible.

As the report is too lengthy to give here in full we print below a brief synopsis of same.

The committee which was appointed at the time of the Dominion Fair held in Calgary last July, is composed of the following men: Frank W. Whiteside, of Stettler, President of the Central Alberta Stock Growers' Association, Chairman; Jas. Walters, of Tees, President Alberta Stock Breeders' Association; E. J. Fream, Innisfail, Secretary Alberta Farmers' Association; R. G. Matthews, of Macleod, Secretary Western Stock Growers' Association; E. G. Palmer, of Edmonton, Cold Storage Expert; E. J. Greenstreet, Hon. Secy., P.O. Box 1285, Edmonton.

An immense amount of valuable information is given in the report, which deals very thoroughly with every phase of the industry, and contains recommendations of a practical nature for initiating and developing a system of meat chilling, packing and exporting in the provinces of Quebec, Ontario, Manitoba, Saskatchewan and Alberta.

The following summary of the report will be of interest to our readers as showing that a strong case has been made out for ranchers and farmers, and as pointing out

the urgent need for prompt measures being taken to place the principal industry of the country on a more satisfactory basis.

The report covers the following ground:

1st. The necessity of providing a stable and remunerative market.

2nd. The failure of existing methods to achieve the desired result, and reasons why a thoroughly modern and scientific method has not yet been adopted.

3rd. Methods adopted by other meat producing countries for disposing of their surplus, encouraging the industry, and some of the results of those methods.

4th. An examination as to how far the systems and methods of other countries can with advantage be applied to Canada.

5th. Recommendations for adoption in this country.

6th. Approximate cost of establishing a thoroughly organized system of meat chilling, packing and exporting throughout the Dominion, an estimate of returns, and the financial problems in connection with the establishment of the industry.

7th. Benefits to the producer and country generally.

NEED OF A BETTER MARKET.

The need of a better and more permanent market is shown in the most complete and conclusive manner. A mass of evidence bearing on the subject is given, taken largely from the testimony given on oath before the Beef Commission, appointed jointly, by the provinces of Alberta and Manitoba, and from evidence taken by the Pork Commission appointed by the Alberta government. The report shows that the want of a steady market, free from extreme fluctuations is the principal cause which is affecting prejudicially the ranching and farming industry throughout Canada, and is largely responsible for retarding the development of the whole country. Attention is called to the fact that many ranchers and farmers have gone out of the stock business owing to this cause, and have given up attempts to bring their ranches and farms to the highest producing state as regards stock raising, and have in many cases confined their attention almost entirely to the production of grain to the neglect of mixed farming. The ill effects of such a course are pointed out very forcibly. Some of the benefits of mixed farming are touched upon, such as the advantage of utilizing to the fullest extent coarse grains, or damaged and frosted grain for fattening stock and turning to account straw and other material now wasted.

The conviction is expressed that if a certain market could be assured at 6 cents per lb. for prime hogs and at 4½ to 5 cents for well finished cattle in the west, with proportionately higher prices in the east corresponding to the saving in cost of transportation, an enormous stimulus would be given to the industry, resulting in increased wealth to the whole ranching and farming community.

FAILURE OF EXISTING METHODS.

The report next goes on to deal with the reason why the existing method of disposing of our surplus stock has failed to place the industry on a sound and satisfactory basis. The disadvantages incident to the present system of transporting long distances and exporting on

H. J. Dawson J. D. Hyndman H. H. Hyndman

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the hoof are pointed out, and the impossibility of the individual producer getting directly in touch with the larger and more permanent markets by that method is clearly shown.

The reasons why other methods of handling and exporting have not been adopted long before this are given. One of the principal reasons being that it is almost impossible for individual effort to establish a thoroughly organized and up-to-date system of handling the dead meat trade with its many and various ramifications. The application of refrigeration and cold storage to the preservation and transportation of meats and other perishable products, modern methods of dealing to the best advantage with the various products of meat animals, and recent scientific methods of turning to account and profitable use the various by-products necessitates the expenditure of a large amount of money, and requires experience and expert knowledge of a very high order for successful operation.

It is pointed out that to attempt to carry out on a small scale and in an incomplete way some one or two of the operations connected with the business, without dealing with the subject comprehensively and in all its details, would undoubtedly result in failure and disappointment.

METHODS ADOPTED BY OTHER COUNTRIES.

Under this heading a very able review is given of the methods employed by other meat producing countries of disposing of their surplus stock. The committee state that they believe that any recommendations brought forward for adoption by this country would lose much of their weight unless made with a full and complete knowledge of all the various details of the meat trade in other parts of the world, and with a due appreciation as to how far the best methods of other countries are capable of application to existing conditions in Canada.

The two methods of exporting, namely the live cattle trade and the dead meat trade, are compared, and it is shown beyond doubt that in all cases the trade in refrigerated meats shows a steady and continuous growth, whereas the trade in live cattle has remained practically stationary, or has seriously declined. The conclusion is naturally drawn that there are certain advantages in the system that the report advocates, and it is further pointed out that the countries adopting it are enabled to build up within their own territory a valuable industry in the shape of a general packing house business.

Canada's position is examined and it is found that she alone of the meat-producing countries has confined her attention almost entirely to exporting on the hoof, and for all practical purposes organized trade in refrigerated meats is non-existent. As the result of this policy she is not in a position to take advantage of a valuable trade.

It is also shown that Canada's live cattle trade has not kept pace with the growth and development of the country, has failed to provide a satisfactory market and has proved insufficient to encourage and stimulate the production of large numbers of meat animals.

A strong warning is given to the danger and folly of relying solely upon the live cattle trade for the disposal of our surplus stock. The disaster that would result should any infectious disease break out in the herds of this country, and the ports of the United Kingdom be closed to imports of Canadian cattle, is clearly and forcibly pointed out.

APPLICATION TO CANADA.

The report next deals with the question as to how far the system and methods adopted by other countries for handling their meat surplus can with advantage be applied to Canada.

In order to arrive at sound conclusions on this point, the history of the industry in its early stages and the difficulties that were encountered in initiating and building up the trade in those countries which have a well established dead meat business, are dealt with at considerable length. The principal subjects handled under this heading are as follows: The early history of the industry in New Zealand, Australia, the Argentine and the United States including the following points: The establishment of the business and the consequent beneficial results to the whole ranching and farming community.—The commencement and development of the trade.—The financial conditions under which the industry was established.—The manner in which the business is conducted in relation to the producer.—Centralization and decentralization.—Control of the business by trusts and monopolies.—Control of the business by the producer.—Distribution of wealth created by the trade.—Government support and assistance, etc.

The report very rightly states that these questions provide a valuable and instructive study, and furnish an important object lesson, particularly to such a country

as this, not yet committed to any definite plan, and therefore in a position to adopt the best characteristics, and avoid the worst features of the trade as developed and conducted by other countries.

The report goes on to say that considerable differences are found in the way in which the meat industry has been initiated and developed in other countries. The most marked difference being the manner in which the business is conducted in relation to the producer—in other words the part played by the rancher and farmer in establishing and carrying on the business and consequently the extent to which he participates in the wealth produced.

Another point of difference mentioned is the way in which certain countries have centralized and others decentralized the business. In some cases operations have been confined to few centres and conducted at such points on a large scale. In other cases a greater number of smaller works have been more widely distributed over the stock producing portions of the country and the various operations connected with the business carried on at more points but on a smaller scale.

The United States and the Argentine furnish examples of countries where the meat industry has been centralized, and provide examples of countries where the meat export trade and packing house business has been established and carried on by comparatively few firms.

The Australasian colonies are quoted as furnishing instances where excessive centralization has been avoided by establishing a large number of comparatively small works throughout the country rather than concentrating the whole business at one or two points.

The committee state that there are various other points in connection with the business regarding which a thorough knowledge is necessary before deciding how far the best systems can with advantage be applied to Canada, and instance the following:

Experience of the various kinds of stock and a knowledge of the methods of converting them in the most profitable manner into dressed meats and packing house products. Acquaintance with modern appliances connected with the various operations of refrigeration and cold storage, and a knowledge of the temperatures most suitable for meat products during handling, storage and transportation. Experience relating to arrangement and construction of works, and the application of labor saving appliances throughout all departments from slaughtering to the marketing of the finished article.

The committee further point out that the report is compiled with full and detailed information on every one of these points, and with a complete and technical knowledge of the manner in which the business was initiated and developed in other countries, and also with a thorough acquaintance with lasting conditions in Canada. This unique position is owing to the fact that the members of the committee are intimately connected with the stock-raising industry and have associated with them a specialist in chilling, cold storage, meat packing and exporting with practical experience extending over the past 23 years.

In leading up to the recommendations the committee point out that the information forming the basis of the report has not been acquired theoretically or obtained at second hand, and they state:

"With this knowledge of the industry and with a full appreciation of the existing conditions in this country, we feel we are in an exceptionally strong position to make recommendations for adoption, in Canada which are of practical value and which if carried out would prove of great and permanent benefit to agricultural industries throughout the Dominion."

RECOMMENDATIONS.

The recommendations are prefaced with the remark that due consideration has been given to the quantity of stock at present in the country, the increased quantities that would soon be forthcoming, the vast extent of country and the necessity of developing on an equitable basis all stock raising districts.

The report recommends as the best plan for adoption by Canada several large establishments working in conjunction with a considerable number of smaller works, or feeders, distributed as widely as possible throughout the stock raising portions of the country.

It is explained that by adopting this method the necessary capital would be distributed and employed to the best advantage and an even balance maintained between excessive centralization on the one hand and too wide a distribution of independent works resulting in lack of cohesion on the other.

The large central works would be provided with complete appliances for handling stock for export, and also

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for turning out all the various products of a modern packing house, including chilled meat, bacon, hams, canned meats, lard and lard compounds, lard and other oils, cured and salted beef and pork, tallow, fertilizers, etc., etc.

The smaller works or feeders would be provided with appliances for slaughtering, chilling, tallow making, and working up certain of the bye-products. They would be located in any district where sufficient cattle and hogs were obtainable, or likely to be forthcoming in the near future, thus providing a ready market and enabling stock to be slaughtered and handled near their own pastures, and obviating transporting long distances on the hoof.

From the feeders refrigerated meats would be exported directly to foreign markets, or transported in refrigerator cars to the central establishments for further conversion into the various products of the packing house.

The report goes on to point out that by adopting this method the large works where the bulk of the skilled labor would be concentrated would be kept going almost continuously, and the feeders, should sufficient stock not be available, could be closed down with comparatively slight expense, and without disorganizing the supply of the more highly skilled labor.

The feeders should be so designed that they could be readily extended and increased with the growth of the business in any one district, or converted into large central establishments, to be themselves supplied in a supplementary way from other feeders, as rendered necessary to keep pace with the further opening up and development of the country.

The committee suggest that in order to establish at once a thoroughly organized system of chilling and meat packing, the following works would be required:

Say thirty feeders distributed over the following provinces: Alberta, Saskatchewan, Manitoba, Ontario and Quebec. Each feeder being capable of slaughtering and handling the principal bye-products of 25 head of cattle and 250 hogs daily (the exact proportions to be varied to meet local conditions).

Five central depots, one in each of the above provinces, and to be located at suitable points of railway convergence.

The average capacity of the central depots to be equal to slaughtering and treating 100 head of cattle and 500 hogs daily, in addition to handling the output from six feeders. The exact proportions both as regards numbers of cattle and hogs treated, and also regards supplies from feeders to be varied to meet the requirements and producing power of the different provinces.

General cold storage accommodation for various other perishable products to be provided at each central depot, and at each feeder.

The report states that in order to make such a scheme thoroughly complete it would be necessary to have in addition to the foregoing works, cold storage facilities at ports of shipment, and suggests providing depots at Montreal, and at some open winter port, equipped not only for storing the export output from the inland factories, but furnished with the necessary cold storage accommodation for all other kinds of perishable products.

The necessity of owning and operating a thoroughly equipped and modern refrigerator car service is insisted upon in order to control in the best and most perfect manner the handling and transportation of refrigerated meats, etc. It is pointed out that nothing short of a complete and comprehensive scheme can prove a thorough success, achieve the desired result and be the means of conferring the benefits aimed at.

Reference is made to the benefits that would result from the establishment of a large number of comparatively small works, providing a ready market in all stock-raising districts, avoiding the transportation of stock long distances, and possessing the inestimable advantage of forming the nucleus of complete packing plants in the future as the particular districts developed and proved themselves capable of supporting a larger establishment.

ESTIMATE OF COST.

The report gives in detail an approximate estimate of

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IN NORTHERN ALBERTA

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the cost of thirty feeders, the central depots, two cold storage depots at ports of shipment, land, railway sidings, water supply, drainage, yards, refrigerator cars, retail depots in Great Britain for the sale of Canadian produce.

This cost is placed at approximately \$5,000,000, and the sum of \$3,000,000 is allowed for working capital, handling 1250 head of cattle and 10,000 hogs daily, or making a sum of \$8,000,000 as the total capital required.

The total capacity of such works would be equal to (working say 300 days) 375,000 head of cattle and 3,000,000 hogs a year.

Assuming that only half that quantity is treated per annum, the committee estimate that after allowing for interest and depreciation, working expenses, etc., and with the present wholesale export prices for hams, bacon, lard and the present selling price of chilled beef on the British market, it would be possible to pay the producer 5½ to 6 cents per lb. live weight for prime hogs, and 4½ to 5 cents for well finished steers at the furthest western points, delivered at feeders, and proportionately higher prices nearer the east, corresponding to the saving in cost of transportation.

With regard to the quantity of stock on which the calculations are based the report points out that it is not unreasonable to assume that cattle equivalent to half the capacity of the works would be forthcoming; and it is mentioned that 187,500 head of cattle per annum is only between 2½ and 3 per cent. of the total herds in Alberta, Saskatchewan, Manitoba, Ontario and Quebec in 1908. In the case of hogs the committee maintain that the increase as regards breeding is so rapid, that under proper stimulus there would be no difficulty in a very short time to keep the works going at their full capacity.

The report next deals with the question of finance, and in doing so strong emphasis is laid upon several important points, as follows: The absolute necessity of securing for so important an industry such measure of government control that the interests of the producer will be properly protected. Government inspection and branding. The avoidance of trusts and monopolies and the necessity of securing for the producer a fair share of the wealth created by industry. The objections to leaving the matter entirely to individual enterprise. Consideration of the co-operative principle. The necessity of looking at the subject broadly and comprehensively. The question of transportation. The desirability of building up a packing house business within the Dominion, etc.

The report suggests the broad lines upon which the undertaking could be financed with government support, and carried on under government control, in such a way that the necessary capital could be readily obtained and the interests of the producer adequately protected. The method proposed by the committee is based on a government guarantee of bonds as a means of obtaining the greater portion of the capital. An opportunity, however, would be given the producer to participate, and the co-operative principle is introduced in such a way that in addition to obtaining the full market price for his stock upon delivery at the works the producer further participates in all profits derived from the manufacture and marketing of the produce, after interest on capital has been paid, thus giving him a fair share of the benefits to be derived from the establishment and development of the industry, whether he is financially interested in the undertaking or not.

The suggested method of working such an organiza-

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tion provides for a central board of directors with headquarters in Montreal, and advisory boards in each of the provinces; the members of the various boards to consist of men representing agricultural interests and the live stock industry.

The above synopsis of the report of the chilled meat committee will show how thoroughly and completely the work has been carried out.

The subject seems to have been carefully studied in all its bearings, handled in a broad and comprehensive manner, and evidently with a full and technical knowledge of the business. Above all, as the document strongly advocates the establishment of the industry without delay, and presents a strong case for the rancher and farmer, further developments will undoubtedly be looked for by all who are interested in agricultural and pastoral pursuits.

AMONG THE UNIONS

EAST CLOVER BAR

There was a good attendance of members at the regular monthly meeting of the East Clover Bar local union (No. 3) of the U.F.A., held on Monday, 29th March, and some important matters were discussed in interesting fashion.

The proposed government pork packing plant brought out some diverse views as to the details of the scheme, and it was arranged to call a joint meeting of the farmers of Clover Bar, East Clover Bar and Agricola to consider the action to be taken, and the Provincial Live Stock Commissioner invited to attend.

A resolution was passed expressing regret that by its amendment the Hail Insurance Ordinance practically shuts out from insurance all but the most affected districts, and appealing to the government to at once grant

relief by either reducing the premium or allowing insurance companies to operate in the province.

The matter of the pollution of the Saskatchewan river was taken up, and a resolution adopted urging the provincial government to take immediate steps to prevent a continuance of the existing state of things, which is dangerous to man and beast, damaging to property and contrary to the law of the land.

A portion of the annual report of the Department of Public Works was read to the meeting, in which is recommended the passing of a Highway Improvement Act to take the place of statute labor, and it was resolved to register a protest against any change in the present system of road management. Other branches of the U.F.A. and kindred associations are recommended to take action in this matter.

The next meeting of the East Clover Bar branch will take place on Monday, 26th April, when the question of binder-twine will be dealt with.

WAVY LAKE.

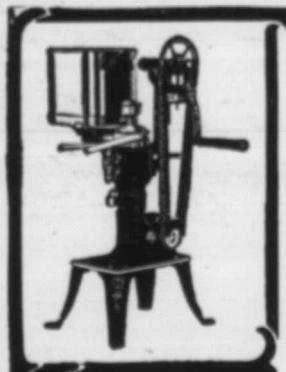
During the winter fortnightly meetings have been regularly held, with a good attendance at all. The membership is slowly but steadily growing, and much interest is being taken in the meetings and work of the Union.

The union has made satisfactory arrangements for a supply of formalin to be used in treating seed grain.

BETCHTON.

A meeting was held in the schoolhouse on March 5th to consider the advisability of forming a branch of the United Farmers of Alberta here. Quite a number turned out and the meeting was very successful. A. M. Nisbet was elected chairman and S. Boffey secretary.

Mr. McDonald gave the history of the Farmers' Asso-



HOW I.H.C. CREAM HARVESTERS HELP MAKE BETTER CALVES

THERE are indirect as well as direct benefits in using I. H. C. Cream Harvesters.

Everybody knows that the Cream Harvester will save labor, save time and get more butter fat out of the milk than you can get by hand skimming. These are direct benefits. They are the most persuasive reasons why every dairyman should have a cream separator.

But an indirect benefit, hardly less important, is the better calves you can raise.

When you skim by hand the calves get the cold, tasteless, sour skim milk that has but little life in it.

If you haul cold milk to the creamery and take back your portion of the skim milk to feed your calves, it is even worse. In addition to its being stale and lifeless you take grave chances of introducing tuberculosis into your herd.

If you have an I. H. C. Cream Harvester, you separate the milk while it is warm and fresh. The calves, and pigs and chickens get the skim milk before it is stale, cold and sour. A little oil meal added to this appetizing skim milk makes it an ideal food, practically as good as the whole milk.

I. H. C. Cream Harvesters are very close skimmers. The saving in cream alone by using one of these machines goes far each season toward paying for the cost of the machine if you keep a number of cows.

There are two styles of I. H. C. Cream Harvesters, the Dairymaid and the Bluebell.

Dairymaid Cream Harvester

This machine is chain driven, and it is made in four sizes—350, 450, 650 and 850 pounds capacity per hour.



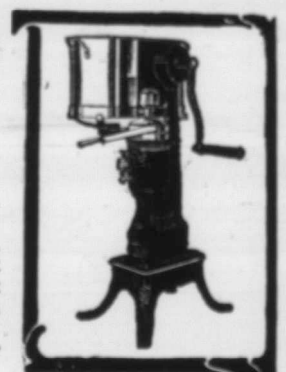
Get either of these separators and you will get more butter fat out of your milk than you are now getting. You will get more nutritious and appetizing feed for your calves. You will save labor, save time. Investigate fully by calling on the International local agent and examine the I. H. C. Cream Harvester he handles, or, if you prefer, write to nearest branch house for full information.

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The Bluebell is a gear drive machine. It is exceptionally well constructed. The gears are accurately cut to the thousandth part of an inch. They are thoroughly protected from dust and milk, and they are provided with A1 oiling facilities. That is why Bluebell owners have less trouble than any other separator owners. The machine is simple. It is long-lived, and it is very easy running. The Bluebell bowl skims down to the thousandth part. Its interior separating device is patented, and it is the most efficient device of this kind manufactured. The supply can and crank shaft are at the proper height to make the operation easy.



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diation, how it is worked, and what has already been accomplished. This was very interesting and encouraging and a hearty vote of thanks was accorded the speaker for the very inspiring address, after which a branch of the association was formed, all present signing the roll except one.

The local branch will be known as Betchton Union. Jas. Hawkins is president, S. Boffey vice-president and P. Sheldrick, secretary-treasurer. B. Rosenbarger, G. Hawkins, Henry Johnston, John Weir, W. Border, and C. Currie are the directors.

HOLDEN.

The last meeting of the Holden branch took the form of an entertainment and supper. Almost two hundred were present and the event was a decided success. After partaking of the good things provided by the farmers' wives and daughters, the balance of the evening was spent in a programme ending with a series of limelight views given by Geo. White. The evening was well spent and did much to draw the people into closer relations with each other. The branch decided to have a car-load "of Alberta red" winter wheat shipped into Holden this summer for seed, and many farmers intend going into winter wheat extensively.

LAKE VIEW, NO. 71.

The regular meeting was held on Saturday, March 6th, at which Mr. Fisher gave an interesting and instructive address on "The aims and objects that should characterize farmers' organizations."

In discussion, Mr. Cameron thought the present system afforded the means for the farmers to secure just legislation and proper attention to their interests. The government officials were paid to carry out the wishes of the people. The people have the power to force the performance of the duties of their representatives.

Mr. Quinlan thought organization should develop the spirit of kindness. It should be manifested by acts of goodwill and mutual helpfulness. The spirit of justice should animate organization and not spirit of party. The farmers should select capable and alert men as delegates to the political conventions, men able to grasp the situation and force the demands of the farmers' interests which they represent.

The meeting on the whole proved the educational feature as the main object that should characterize farmers' organizations.

OLDS.

One of the most pleasing and popular entertainments ever given in this place occurred Wednesday, March 3rd, at McKercher's hall, the occasion being a box social by the Olds Union of the U.F.A. Stalwart farmers, their sons, their daughters, their prospective sons-in-law and daughters-in-law were seen flocking in up to 8.30 o'clock when order was rapped. Chairman McDonald in a few words explained the motives of the order, more especially emphasizing the terminal proposition at Vancouver, a scheme which the writer of these lines thinks the most important for Alberta since the first Japanese order for 15,000 tons of Canadian flour.

NAMAQ.

A farmers' meeting was held at Namao on Feb. 21, for the purpose of meeting Mr. Bower, president of the U.F.A., as but short notice was given of the meeting the attendance was only fair, but what it missed in numbers it made up for in enthusiasm.

Mr. H. Bell was voted to the chair and in introducing Mr. Bower paid a warm tribute to that gentleman who, he said, he considered the right man in the right place, to which we all say "hear, hear."

Mr. Bower in his opening remarks spoke of the meeting of the two societies and of the many congratulatory letters received by him from various quarters, amongst others one from the "Grange" in Ontario. From this he passed to the elevator question and mentioned that the Western Terminal Elevator proposition was being placed strongly before the government. From this he passed to the pork packing question and gave a most interesting and comprehensive review of the work done by the Pork Commission.

In conclusion he touched lightly on the Beef Chilling and Western Route question.

Mr. A. Rafn, secretary of the Bon Accord Union, then spoke a few words on the question of prompt payment of dues, and Mr. Richardson also had something to say

along the same lines, which bore almost immediate fruit in the shape of dollar bills from various members.

Officers were then elected as follows: President, Mr. Harry Bell; Vice-President, Mr. Geo. Long; Secretary-Treasurer, Mr. J. B. Richardson.

WAVY LAKE, NO. 30.

A very successful meeting was held on Saturday afternoon, March 20, upwards of 60 persons being present.

After correspondence and business had been disposed of, the meeting was addressed by Messrs. Nichol & Lensgraf, of Killam, on the subject of the proposed building of a farmers' elevator in that town.

At the conclusion of the meeting a hearty vote of thanks was tendered to all those who had contributed to its success.

BURNT LAKE UNION, NO. 26.

The Burnt Lake Union held their monthly meeting in the Shady Nook schoolhouse on Saturday, March 13, with President C. Johnson in the chair.

For some little time the Union has been in a dormant state, but has at last roused itself from its slumber and is now at last going to make an attempt to prove its existence and let the district know it is alive and ready for action. At the previous meeting held on February 13, the good services of President Bower were secured and the results obtained were such as to give every satisfaction to the old members. Mr. Bower will feel that his time was not by any means devoted to a useless purpose, as all present that were not members became such, six being secured, and the prospects are such that in all probability that number will be doubled or even trebled at the next meeting.

PENHOLD UNION NO. 13.

The regular monthly meeting was held on March 20, with President Carswell in the chair. On the call for members eight subscriptions were received.

The circular on the government pork packing plant was read and the accompanying forms signed by all present. An active canvass will be made to secure promises of support.

The question of binder twine was discussed and quotations read, final decision being left to the next meeting, and in the meanwhile an estimate of the amount required will be made. Thos. Walton, who represented the Edwell Union, reported that they would join with Penhold in securing a car lot.

The secretary was instructed to order formalin for the members. A further order for flour was sent and the meeting then adjourned to April 17, when the unfinished business will be taken up.

VEGREVILLE.

The regular meeting of Local Union No. 4 of the U.F.A. was held Saturday, March 13, being called to order at two o'clock.

Considerable business was transacted, one of the items being a vote of \$30 to the Agricultural Society for a special dairy prize. A committee consisting of Messrs. Paine, Powell and Kennedy were appointed to arrange the prize so that it would be fair and just to all competitors.

H. T. Payne delivered a very interesting and profitable address on summer following. Harry has had greater experience in farming than a great many are aware of, having been foreman for H. A. Banting, of Banting, Man., for a number of years. Mr. Banting is one of the big Manitoba farmers, and has his own elevator and a siding on his farm for his own use. Mr. Payne said the best and only good results gained from summer following came from either plowing shallow or discing directly after the spring seeding was over; then harrow down to a dust blanket to conserve moisture; afterwards about the end of June, plow deep. By this method two batches of weeds are plowed down without giving a single one a chance to mature. The light harrow will then finish the job for a first-class seed bed for fall wheat. The growing of barley as a land cleaner was thoroughly condemned.

EDWELL.

The first meeting after organization was held in the schoolhouse on Saturday, March 6th. President H. A. Crocker in the chair. There was a large attendance and 12 new members were admitted.

STRATHMORE.

A meeting was held in the Strathmore schoolhouse recently to organize a farmers' union under the constitution and by-laws of the United Farmers' Union, about 60 farmers being present. Mr. Skeen, of the Demonstration Farm, occupied the chair and called upon Mr. W. J. Tregillus, of Calgary, to address the gathering. In an interesting talk he advanced many excellent reasons why a branch of the United Farmers' Union should be organized by the farmers of Strathmore and vicinity. He also spoke at some length on the subjects of the cultivation of soil, the selection of seeds, machinery, husbandry, farming as a science, the benefits derived from a Farmers' Union from a social point of view as well as the business side. The speaker hoped Strathmore farmers would form a union wherein it will be a pleasure to hold meetings of goodfellowship to discuss all matters of personal interest in connection with their crops and produce and best means of disposing of the same, in order that Alberta in the near future will become the greatest farming province in the Dominion.

Business was then proceeded with to organize and the officers elected for the year were: President, J. L. Skeen; vice-president, F. W. Schettler; secretary, A. L. Minto; treasurer, F. McElhoes.

The Beauty of Home.—The beauty of home depends more on educated and refined taste than upon mere wealth. If there is no artist in the house, it matters little that there is a large balance at the bank. There is usually no better excuse for a barren home than ignorance or carelessness. A little mechanical skill can make brackets and shelves for the walls. A thoughtful walk in the woods can gather leaves and lichens and ferns for adorning the unpictured rooms. A trifle saved from daily expenses can now and again put a new book upon the table or shelf. The expenditure of a few shillings can convert the plain window into a conservatory.

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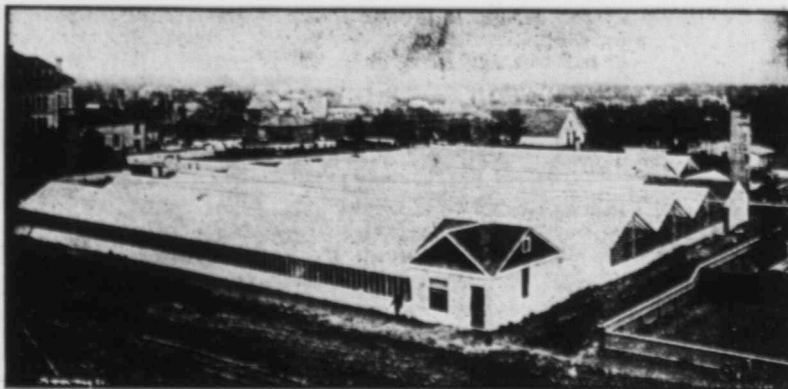
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because we grow all our own stock. Price
list sent on application. Orders by mail,
telegraph or telephone receive prompt and
careful attention.

THE STRUGGLE FOR GOVERNMENT ELEVATORS

(Continued from page 38)

fact that at only a few points will the elevators require to be kept open for the whole of the year, \$720 per annum is a fair allowance for salary of operator.

Cost of operation may be estimated as follows:

Operator's salary	\$720
Helper's salary (3 months)	135
Fuel	150
Repairs and upkeep	150
Apportionment of cost of general supervision of system (commissioners, etc.)	45
Total cost of operation	\$1200

Taking the capacity of the average elevator to be 30,000 bushels and that the storage supplied is equal to one-third the amount passing through, each elevator would have the handling of 90,000 bushels. At the customary charge of one and three-quarters cents a bushel (allowing that one quarter of a cent is absorbed in insurance on building and contents) the revenue for receiving, cleaning, storing for fifteen days and loading into cars of the 90,000 bushels would be \$1,350, sufficient to pay the cost of operation and leave a credit balance of \$150. But the one and three-quarters cents per bushel is only for fifteen days' storage. The customary charge for each additional thirty days' storage is three-quarters of a cent per bushel at the initial elevators. At the terminal elevators it costs one cent per month after the first fifteen days.

Delivered grain, not sold for export prior to the close of navigation, must for the most part be stored either in the initial or the terminal elevators until the following May.

Despite the greater cost of storing in the terminal elevators, farmers desiring to finance on the security of their stored grain are forced to send it forward in order to obtain weight and grade certificates. In a Government system, however, where these documents could be secured while grain remained in the initial elevator, the tendency to let it lie in store there would be greatly increased.

It is safe to say that on an average three months storage would be collected on at least the full capacity of the elevators, or an additional revenue from each elevator of \$675. This amount, added to the \$150 of surplus obtained from first storage charges would make a total surplus over cost of operation of \$825 for each elevator. This amount would be sufficient to meet not only the interest on the bonds sold to furnish the purchase price but to redeem these bonds within a reasonable term of years.

Fears for Success of Government System Unless Made a Monopoly, Unwarranted

It has been urged that the owners of private elevators, relying on their brokerage business and purchase of street wheat, to make up their losses, could charge less than cost for storage, and thus divert the business from the government elevators, causing them to be operated at a loss. For this reason it has been claimed that the Government should have a monopoly.

Should such tactics be adopted there is no reason why the Government should not itself in self-protection adopt the same tactics. It could sell car lots for its patrons on commission and collect the offerings of street wheat into car lot shipments thus extinguishing the large profits that private operators now make out of the more needy farmers.

The willingness of the government to undertake this, if necessary, would make private owners hesitate to challenge the competition of the government.

It must be remembered that the present determined struggle for Government Ownership, together with the excessive use of the loading platform, is due to the revolt of the farmers against the treatment accorded to them in private owned elevators. This year thirty-three per cent. of the grain has been loaded over the loading platform, not because it is cheaper or more convenient to employ this method, but because it afforded an escape from the exactions of elevator owners.

It is worthy of note that at points where there are well managed farmers' elevators, they are getting much more than the average of the line elevators at the same points, while the loading platforms at these points are very little used.

DO YOU MAKE ENOUGH ?

What about your business methods, Mr. Merchant or Mr. Farmer? Have you discovered that you are losing business every week of your life because your ideas are rusty—or, worse still, faulty? Try YOURSELF in the balance. Why not catch up with the times and MAKE money instead of LOSING it?

We have a complete Commercial Course that is simply invaluable to the wide-awake business man—and the farmer of to-day must be our shrewdest business man.

No matter where you are—how old you are—what your circumstances are—we can teach you by mail at your own home, in your spare time, without interfering with your present duties. The tuition fee is light—it costs nothing to get full particulars. Why not write to-day? Free booklet on application. Use this coupon.

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Please send without cost to me your free booklet and full particulars of course marked X below:

Complete Commercial, Agricultural, Book-keeping, Shorthand and Typewriting, Stock Raising, Commercial Specialist, Teachers' Certificate (any province, any grade), Matriculation, Steam Engineering, Journalism, Penmanship, Arithmetic, Beginners' Course, Mechanical Drawing, Civil Service.

Special Subject

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G.G.-Mar.'09

Canadian Correspondence College, Limited

It is not a desire to evade elevator charges which drives men to the loading platform, since saving in labor of hand loading, saving in freight charges on screenings by cleaning before shipment, and value of screenings saved for feeding purposes in most cases would amount to much more than the elevator charges escaped in using the platform.

Government elevators would be more popular than farmers' elevators, because these may sometimes be run to make as much profit as possible for their shareholders out of the farmers who have no financial interest in them. But the chief advantage that a government elevator will have in attracting grain away from private elevators, apart from the sense of security from improper practices, will be the fact that certificates of weight and grade can be issued upon which the farmer may finance until price conditions warrant sale.

Since the revolt against the line elevators has become so pronounced farmers' elevators at many points have paid handsome dividends, while the line elevators at the same points have taken in so little grain that they must have been run at a loss, unless their speculations were enormous.

The widespread and still growing appreciation of the necessity for breaking the monopoly which private ownership of storage has built up is the best assurance that the government system would be patronized even though the bribe of cutting storage below cost were offered to the public for the purpose of attracting the grain to the privately owned elevators.

The movement for the government ownership of elevators would have been much stronger at this time but for a misapprehension of the public.

The representatives of the Grain Growers in preferring their requests to the Premiers, out of courtesy to them, did not emphasize their desire that the system should be operated under the supervision of an independent commission, intending to urge this after the principle had been accepted. They recognized the general truth that direct supervision of the working of public utilities by a government composed of men who have been selected by their fellows for other reasons than recognized business ability would in the beginning be likely to produce very unsatisfactory results. Up to the present time the functions of

government have been unconnected in the public mind with the performance of any duty which had a direct bearing upon their prosperity.

The struggle of parties for mastery was regarded more in the light of a sporting event than an effort to obtain the best available talent to be employed in the public service.

Our ideals are changing. Soon we will select men for their desire and ability to serve the commonwealth. Until then, the administration of public utilities by independent commissions must be insisted on.

Against Railway Ownership of Elevators

"The too friendly relationship now existing between the grain dealers and the railway interests would leave the grain dealers practically the same opportunities for plunder under railway ownership as they now enjoy as private owners."

"The railways as elevator owners would be interested in giving light weight to farmers so that all leakage en route to the terminals could be met out of the surplus accumulated in weighing in."

"The railways would not be inclined to satisfactorily clean the farmers' grain when delivered at the elevators, preferring to collect freight to the terminals on the screenings and afterwards sell these screenings on their own account as an added source of revenue in the operation of terminal elevators."

"It is important that there should be an independent official to weigh grain into the cars. At the present time we trust our unweighed grain to the railways, which are permitted to dribble it along hundreds of miles of track from leaky cars poorly equipped as to doors, and then give us the amount found in them on their arrival at the terminals."

"The tyranny of the railways as common carriers is so well known that it gives little encouragement to enlarge their opportunities to oppress by putting them in possession of the elevators."

Community of Interests Which Militates Against the Farmer in His Struggle to Improve Marketing Conditions

"The Farmers' representatives at Ottawa found the Grain interests, the Railways and the Banks acting in

concert to prevent them from obtaining the legislation they desired.

This is easily explained when we know the relationship which exists between these interests.

C. E. Hosmer is a director of the C.P.R., president of the Ogilvie Milling Company and a director of the Bank of Montreal. Robt. Meighen is a director of the C. P.R., president of the Lake of the Woods Milling Company and a director of the Bank of Toronto. C. E. Clouston is president of the Bankers' Association, vice-president and general manager of the Bank of Montreal and a director of the Ogilvie Milling Company. Nicholas Bawlf is president of the Northern Elevator Company and a director of the Bank of Toronto. George R. Crowe is vice-president of the Northern Elevator Company and a director of the Royal Bank. Many similar examples might be produced of these interlocking interests.

Under these circumstances it is not hard to conceive that the railways would favor the large milling and elevator interests, and that the bankers would do the same.

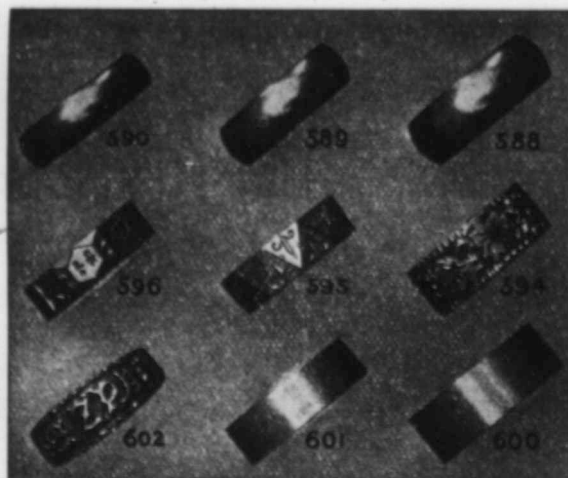
It would explain why the railways were loath to furnish cars so long as there was any available space in the elevators and why banks declined to give farmers such financial aid as would enable them to hold their grain for a better price.

During the fall of 1908 the banks restricted their lines of credit for export purposes to a few large firms who were thereby enabled to make immense profits at the expense of farmers who had their own lines of credit restricted and forcing them to sell no matter how low the price offered.

Government Elevators not a Panacea but Part of a Larger Plan

"This elevator system must not be regarded as a panacea for every ill, but as part of a well thought out plan for the improvement of conditions affecting our class. The object of this and kindred associations, put in plain terms, is to increase our opportunities to possess and enjoy the fruits of our labor to the fullest extent. Our ability to do this depends on the establishment of sound economic justice between ourselves and other producers. In a word, we cannot enjoy the fruit of our labors until we are in a position to secure an equitable price for that which we produce. An equitable price for a commodity is

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" 595. " " 10k	2.25
" 594. " " 10k	2.75
" 602. Mizpah.....	2.25
" 601. Band Ring, 14k.....	3.50
" 600. " " 14k.....	7.00

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one which bears such a relationship to the price of other commodities that after allowing a reasonable reward for those who perform the business of exchange, the remuneration for labor involved in production will be the same to both parties to the exchange. We are surrounded by trusts and corporations which have artificially enhanced the price of those articles which we consume,—food, clothing, building materials and the implements of production. The price of at least six hundred articles is fixed by trusts on this continent. Legislative attempts at the dissolution of trusts have proved abortive. There is only one method of restoring equality between the prices secured by us for our commodities and the prices we pay for trust controlled products, and that is to develop the ability to fix the prices of those things which we produce."

"It might be urged that such a proceeding was immoral as meeting wrong with wrong. But the ordinary trust is developed for the purpose of exploiting the great mass of the people for the benefit of the few, and the senseless adding to wealth already far in excess of the owners' needs, while a combination of farmers would be for their own protection from the greed of the few, and for the benefit of the many. The missionary in contact with the savage must be able to drub him in order to survive long enough to teach him the principles of the Prince of Peace. So the farmers must develop the ability to hold their own in the business of exchange before they can hope to induce the adoption of equitable principles by those who are now plundering them."

Controlled Marketing Requires Government Ownership of Elevators

"The plan for the controlled marketing of grain and the consequent ability to fix prices requires the government ownership and operation of elevators, but it requires other things as well. Among these are: effective means of abolishing discrimination between shippers at the hands of transportation companies; a sufficient line of credit to enable the financing of the farmers on the security of their commodities until the requirements of consumption develop a proper demand; the dissemination of accurate knowledge as to market conditions throughout the world; a proper classification of commodities; that is to say, one best adapted to the economical handling with due regard to the needs of the consumers; the sale of their commodities through a single co-operative agency; and finally the offering for sale only such quantities at any time as will make the supply keep step with the domestic and foreign consumptive demand."

"All of these things will be aided by Government Ownership."

An Aid to the Farmers in Financing

"Turning to the question of the financing of the producer, we find that it is desirable that the farmers should attach some strong bank to themselves, making it essentially their own financial institution by becoming stockholders in it. Such is the practice of those connected with other interests. By doing this they become preferred borrowers. No class needs money more than the farmers. According to the terms of the Bank Act, for every dollar of paid up capital of a bank it is permitted to issue a dollar of currency, thereby virtually doubling the capital of the stockholders so far as such capital is invested in bank stock. Needing money as the farmers do, surely it would be a wise policy to invest their spare capital in bank stock, double it, and then borrow it out according to the needs of their business."

"In the plan for controlled marketing the ability of the farmers to finance on the security of their commodities is an essential feature. It is dependent, however, not alone on the willingness of a banking institution to supply the necessary credit, but also on the presence of public storage facilities where the identity of commodities will be preserved and where official documents showing weight and grade are obtainable to serve as security for advances."

"In the great Farmers' Alliance movement which spread over the United States a few years ago, one of the most important demands was for a system of public warehouses where the farmers' grain could be stored until required for consumption, and where it could be made the basis for the issue of currency to them by the Government at a low rate of interest."

"Additional value of such a storage system as we demand lies in the fact that should our banking institutions fail, as they have done in the past at times, to provide the necessary credit, the Government having the commodities in their possession, could themselves supply the required funds at a low rate of interest and absolutely without risk."

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YOUR GRAIN
DIRECT with the
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Experts all agree that this simple appliance is the most perfect machine for the purpose. Saves infinite waste of time, labor, and expense. Will fill a car in from one to two hours (according to size). Adjustable shutes can be placed at any angle to load from warehouse, platform or wagon direct into car.

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Total weight only 600 lbs., and being on a truck can be readily drawn to any location. Ask your dealer to order yours at once to assure timely delivery.

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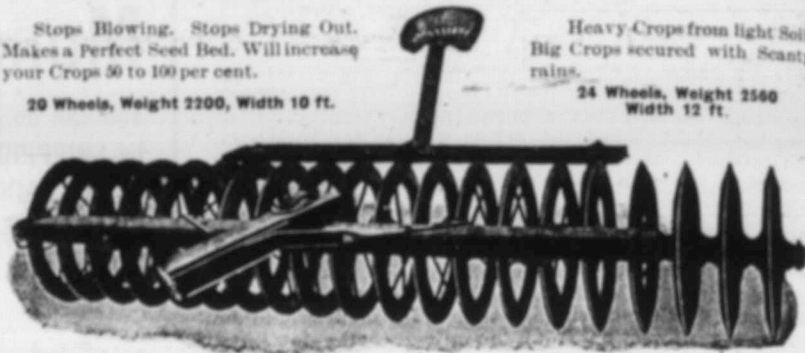
The Improved Packer has been designed to meet the last requirement of intensive as well as extensive farming. Made with 20 or 24 V shaped discs so constructed as to give a maximum of penetrating power, it possesses firmer sub-surface packing qualities than any other machine in the West to-day. The wheels are fitted in the hub with octagonal shaped bushings so that instead of discarding the wheel when worn, the bushing can be replaced at small cost, when the machine will be equal to new. The Improved is also in two sections, each of which is controlled by a ball socket, to allow each section to conform to the lay of the land, thus ensuring the effective packing of every inch of sub-surface soil. We claim that the Improved Brandon Sub-Surface Packer will practically last the farmer a life-time and will increase his crops 50 per cent. and more. Write for prices to Dept. G. Manufactured by

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Makes a Perfect Seed Bed. Will increase
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20 Wheels, Weight 2200, Width 10 ft.

Heavy Crops from light Soil.
Big Crops secured with scanty
rains.

24 Wheels, Weight 2500
Width 12 ft.



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Necessary to the Establishment of a Satisfactory Sample Market

"Our complete plan provides for Government storage at initial points where grain would be stored so that the identity of each car load would be preserved as long as it remained there. It also provides that the terminal and transfer elevators should be operated by Government and that ample facilities for special binning would be provided, so that grain would not alone be grouped by grades, but collected on the sample market and stored on the basis of its intrinsic value or according to the requirements of millers. There are two distinct classifications of wheat, one according to common characteristics, and the other according to the requirements of a milling blend."

Sample Market Necessary if Highest Prices are to be Secured

"The establishment of a sample market at Winnipeg is essential to the securing of the highest price by our producers, so also is the elimination of the purchase of 'street wheat.' All grain should be contracted for in car lots and at what is known as track prices. Our large millers with storage facilities at country points now secure a great deal of wheat of high milling value at low prices on account of its failure to meet grade requirements in some trifling particular. All this kind of wheat should be shipped in car lots to the secondary market and sold on sample, thus forcing the domestic millers to face the competition of Eastern and Old Country millers. It must be noted that, unlike Minneapolis, the home milling demand on the Winnipeg market is not large enough to absorb a very large percentage of sample grain, therefore it is essential that special binning should be permitted in the terminals so that wheat may be bought on sample for export. A grading system, however perfect, presents many examples of gross injustice to the producer unless tempered by a sample market. This is due partly to the inability of grade descriptions to classify wheat according to its intrinsic value, and partly through errors on the part of samplers and graders."

Great Improvement Over American Sample Market Possible With Government Owned Storage at Initial Points

"An ideal system requires that the grading be done before shipment is made so that proof of error can be established at leisure, and so that samples of grain incapable of satisfactory classification by grade can be exposed in a sample market long enough to attract the attention of buyers, permitting sale in advance of shipment."

"Professor Charles Saunders, Dominion cerealist at Ottawa, informed me that milling, chemical and baking tests are now made at a cost of two dollars per sample, and that it would be quite practicable to make tests on a large scale at Winnipeg at a cost of not more than one dollar per car, so that for a dollar the farmer's sample exhibited on the sample board could be accompanied by a chemical analysis showing the buyer exactly where the

grain would stand in the scale of values and permit the building up of sample lots in a most scientific manner. Such a condition of affairs would bring our domestic, Eastern Canadian and Old Country millers or their representatives together around the tables where our samples are exposed for bids and where they would jostle shoulders in their efforts to secure the types most suitable for their requirements."

"In conversation with Professor Saunders he stated that altogether too much prominence was given to color in the grading of grain, that the shade of the wheat berry was partly due to the coloring matter contained in the bran and partly to the color of the contents. Some of the reddest wheats could not compare in quality with others which were pale in color. He stated that in Australia they had developed a faddish preference for a yellow skinned wheat after the manner of our preference for a red skinned wheat. He remarked that when the bran was removed from Red Fife and White Fife wheat neither a chemical analysis nor a baking test could reveal any difference between them, showing them to be distinguished alone by the color of the bran."

Weakness of the Present System From the Standpoint of the Producer

"The necessity for the elimination of the purchase of street wheat, or at least the closing of the spread between street and track price, if the highest prices are to be secured for track wheat, and the connection between Government elevators and this lessening of street buying or the closing of spread, may be touched on here."

"Owing to their possession of practically all the storage facilities at initial points the great elevator and milling interests are the dominant factors in the grain trade, and are exposed to no real competition in our Western market."

"With the possession of storage facilities goes the opportunity to buy street wheat at prices from five to ten cents below track values. This places them in a position to undersell the independent exporter in the ultimate market, since this independent exporter derives his supply of grain from commission men and track buyers who must pay track prices. With the independent exporter at their mercy, the commission man and track buyer exist only on sufferance, being permitted to remain in order that the general public may be induced to retain their belief in the existence of a competitive market."

Increase in Competition

"Government owned storage would provide the opportunity for all classes of buyers to bid for street wheat on even terms. The independent exporter would no longer be at the mercy of the elevator and milling interests, and the efforts of the latter to restrict the operations of the former would no longer occur with the effect of needlessly depressing the price in the foreign market."

"The increased number of street buyers would tend to close the spread between street and track grain."

Benefit to Small Farmers

"It has been objected that a Government system of elevators would not benefit the small farmer who has insufficient grain to make up car lots. Apart from the increase in price of street grain just mentioned, under a Government system it would be quite possible for a number of small farmers to jointly fill a bin, load into a car and sell at track price. It would be an easy matter also for the Provincial Governments to aid the small farmer by grouping his grain with grain of a similar quality, advancing him at the time of delivery say sixty per cent. of its presumed value, then shipping it forward in car lots to be sold at track prices. The difference between amount advanced and that received on sale could then be paid over to the farmer, after retaining sufficient to cover interest and other expenses. This would aid the man who most requires aid and at the same time eliminate street selling, which is now the corner-stone of monopoly in the grain trade."

Government Storage at Initial Points and the Hudson's Bay Route

"There is an advantage from Government ownership of internal elevators which will appear with the opening of the Hudson Bay route. There is little doubt but that this route will be available for twelve months in the year. Those who have navigated the Bay and are uninfluenced by a desire to prevent the construction of the Hudson Bay Railway, assert that there is always an open channel out of the Bay and any obstruction which might occur at Fort Churchill could be met by ice-breakers. They state that navigation instead of being at its best is most difficult during the summer months, because the ice which during the winter was attached to the shores, becomes broken up and obstructs to some extent the progress of vessels. There is, however, a current in and out of the Bay, a fact long unknown, which permits vessels to move with the floe ice whether entering or leaving the Bay. With the Hudson's Bay route available, the best position for grain will be in the interior elevators, with opportunities for sale in advance of shipment, because under these circumstances we can secure the competition of the domestic, Eastern Canadian and Old Country millers with each other. Were the grain stored at Fort William it would be only available for the Eastern Canadian miller, while were it at Hudson Bay it would only be available for the Old Country trade."

Domestic Millers Profit Largely from Present Storage Conditions

"It is conceded by all who have given the question consideration that the present system of disposing of our grain product is too much of a drain on our resources; that a percentage of what should be profits upon our year's labor and which should, under normal conditions go into the trade of our towns and villages, goes directly to stockholders in the large concerns which now control in a large measure the handling of our grain; and, that the money which should properly go to pay the farmer's debt to the country store and village blacksmith, goes directly into the coffers of our large grain handling firms, as a result of their controlling the elevators, both interior and terminal, through which our grain must go, to reach the markets of the world."

"The fact that the elevator owners can secure street wheat at from 8 to 10 cents a bushel less than its track value, and that they have an unfailing source of revenue from the practice of docking and giving unfair weights, is only a small portion of the loss sustained by the people of Canada under the present system of marketing grain. By having possession of the storage facilities, not only at country points but at the terminals, they effectively debar interference with their secured privileges by any independent competitor. It is not too much to say that, what is known as 'The Grain Trade of Western Canada' is dominated by the large milling firms that operate in the West, and that this factor in the trade, in conjunction with the speculative element, has been successfully exercising its influence for the last three years in depressing the export price of our wheat."

"We need not dwell on the methods adopted to gain that end, only to point out a few facts to indicate how this year, they succeeded only too well in making a price for our wheat that enabled the large milling firms to secure their raw product at from 10 to 12 cents per bushel less than they would have done were the trade left to the general law of supply and demand."

"Under normal conditions Manitoba Hard wheat commands a premium on the British market over any other grain imported, but through the manipulation of the

"interest" it lost that enviable position for a time. Take for comparison Australian wheat, which is usually next highest. Liverpool spot cash as reported by the Broomhall "Corn Trade News" Aug. 25th.

Australian...\$1.15 per bushel. Man. 1 Nor...\$1.24 4-5 November 3rd.

Australian...\$1.20 per bushel. Man. 1 Nor...\$1.16 2-5. Australian gained 5c per bushel, and Manitoba lost 8 2-5c, making a difference in their relative position of 13 2-5c per bushel."

"This condition was brought about by those who were interested in getting cheap wheat. First: by offering cheap, early in the season, on the Liverpool market, parcels of our wheat for future delivery below market value. Second: by sending to the Old Country glowing reports of a bumper crop in Western Canada, estimating it is high as 135,000,000 bushels, even after it was well known and conceded in Canada that summer drouth and August frosts had made it certain that it would not be 100,000,000 bushels."

"The same thing occurred during the crop season of 1906. Manitoba 1 Nor. in August of that year, commanded a premium of from 3 to 4 cents over any other wheat on the Liverpool market. It fell to fourth place before December and was again back to its normal place in May. On account of the scarcity of high grade wheat in 1907, they could not influence the price by booming the crop, but effected their purpose of getting cheap wheat, by creating conditions that tied up our wheat at Fort William."

"The Miller," a journal that may be regarded as the official organ of the British Millers, in a recent issue has this to say of the Canadian wheat trade this year: 'Once the rush is over, the men who hold the wheat in the elevators will pull themselves together and regulate the supply to suit their own pockets.'"

Large Milling Companies Artificially Depress Prices in Great Britain

"The possession of the storage by the milling companies and elevator companies acting on their behalf, makes it possible for our domestic millers to cull the grades, sending the more desirable types to their mills and the less desirable types to the terminal elevators for export. It is this wheat of reduced quality which makes the price of our wheat in the foreign market lower than it would be if an unculled article were sent abroad, thus the home millers buy the best of our wheat at a price based on the price paid in a competitive market for an inferior article."

"In passing it might be noted that these millers often sell small lots for future delivery in the Old Country market with the object of bearing the price, and take advantage of these low prices abroad to buy large quantities at home."

"The paradox of our wheat selling for much less on the Canadian side than on the other side of the line, though acknowledged to be superior in value, can only be explained by an artificial depression of our prices through juggling in options, sales of small lots of futures on the Old Country market by milline companies, and the dissemination of misleading reports of crop conditions by the same people."

Government Owned Storage Would Aid in Establishing Co-operative Selling Agencies by Farmers

"For the securing of the best prices it is necessary that the major portion of the grain should be offered for sale through a single agency, and that this agency should be devoted to the interests of the sellers. Government owned storage, it has been shown, makes for the survival of the independent exporter; thus it is favorable to the creation of such an agency. The representative of the farmers should always be a bull on the market, and always would be, provided the farmers sold through a co-operative agency organized among themselves. At the present time the large operators upon the market are often more interested in a line of option wheat than in their holdings of spot grain and frequently bear down the price of the real grain for the purpose of influencing the market so as to favor their option deals. It has been said that while option dealing may artificially depress prices at times, it as often artificially advances them, but it will be generally found that the large operators who on our market are mainly millers and exporters will be bears while the wheat is in the farmer's hands, and bulls as soon as it passes into their own."

"It would appear to be amply proved that it is most desirable that the farmers should sell their grain through their own agency in car lots, and Government Ownership of elevators will help them to do this."

"Selling in this way with a full knowledge of world market conditions will lead to controlled marketing and controlled marketing will develop the ability within reasonable limits to fix the price of our commodities."

How Are We Going to Get These Elevators?

"None of the governments in the three provinces are favorable to the scheme and the several oppositions are not a blamed bit better. This latter fact and the fact that the Governments are not all of the same party is rather a fortunate circumstance. We who are pressing for Government ownership can not be accused of partizan motives. Nor will we attempt in any province to oust the party in power. Let every man get busy and working within the party of his choice, make that party the instrument of his will."

"It is worthy of note that while it is necessary to our business success as growers of grain that we should have provincial operation of storage facilities at interior points, it is NOT necessary that a single man of those now occupying seats in the local legislatures and who are opposed to Government ownership should be a member of the next legislature. The farmers are a majority of both parties. Let them go en masse to the councils of their respective parties and force the acceptance of this principle upon both. Thus you will thrust the question so far into politics that it will cease to be a party question. But in choosing representatives beware of sudden conversions. Thus by the intelligent exercise of our franchise we will secure that which will enable us to carry out our plan for controlled marketing with the consequent ability to successfully demand equitable prices for our commodities."

The last chapter of the unfinished story of the fight between the Grain Growers and the monopolistic interests which oppress them has yet to be written. Whether it shall be a record of victory or defeat for the Farmers depends upon the resoluteness with which they as a class thrust their demands upon those who exercise the legislative function. No present member of the legislatures in the three Western provinces who represents an agricultural constituency should be permitted to cherish the faintest hope that he will ever again be chosen to represent his present constituents if, irrespective of his party affiliation, he fails to champion the farmers' cause in the present struggle.

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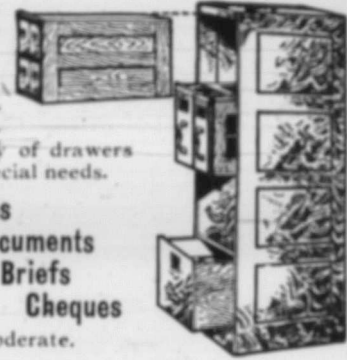
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WINNIPEG REGINA CALGARY

EXECUTIVE MEETING OF MANITOBA G. G. A.

A meeting of the Executive of the M.G.G.A. was held in Winnipeg on the 6th inst., to consider some questions affecting the organization. Those present were D. W. McCuaig, J. S. Wood, R. C. Henders and R. McKenzie.

On motion of Wood and Malcolm the Executive expressed their entire approval and heartily endorsed the pamphlets prepared by the Interprovincial Council on Government ownership of the interior elevators, and directed the Secretary to place them in the hands of as many farmers as can be reached through the medium of the branch associations of the Manitoba Grain Growers.

The Secretary reported that he had no reply from Mr. Peters of the C.P.R. to the representations made to him by the Executive in reference to local freight rates on grain and excess charges on through rates of grain at certain points in January last. The Secretary was instructed to apply for hearing before the Board of Railway Commissioners on these rates, and coal rates at the next sitting of the Board in Winnipeg.

Mr. Malcolm presented a resolution from the Foxwarren and neighboring branches, asking the executive to take steps to have the commission for selling oats reduced to 3c. Messrs. Henders and Malcolm were appointed a sub-committee of the Board to make enquiries into the matter.

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To protect credit buyers from exorbitant prices, charged by discriminating retailers, we will accept notes from responsible parties, payable November 1st, at only 4 per cent added to our low cash price, which we quote for this season, F.O.B. Winnipeg as follows:-
Standard, 500 ft. "Cricket Proof" 8c
Standard Manila, 550 ft. "Cricket Proof" 8 1/2c
Manila, 600 ft. "Cricket Proof" 9c

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COOPER CORDAGE CO. Warehouse B., WINNIPEG. ALEXANDER and STANLEY ST.

THE WORLD'S WHEAT

J. W. Rush's Weekly Report.

Notwithstanding continued large shipments to Europe and heavy arrivals in Europe, the demand for wheat in the past week has again been quite active at improving prices; 1s. per qr. advance on the week may, indeed, be quoted. We have thus quite recovered from the fright which the break in Chicago prices on Friday week caused, and one might also say that European markets have shown themselves practically independent of American influences.

The exhaustion in Europe of what we term the "invisible stocks" lies, I think, at the bottom of this unexpected strength in the market. As affording evidence of this exhaustion in stocks it is related as a fact that a large Italian mill had recently to shut down for several days because a large cargo of Argentine wheat which had been bought failed to arrive on the date expected. A good many German mills have also temporarily closed because of the shortness of supply and unremunerative prices for flour, while in England there have been quite a number of mills which have been very close to this position.

The history of the present season so far seems to be that buyers, anticipating another large Argentine crop and being ignorant of the general exhaustion of stocks, persistently, month after month, refuses to buy, preferring to work down their stocks. Such a process naturally tends to final strength in prices. Now that it is confirmed that Argentine's crop is a disappointing one, probably thirty or forty million bushels less than last year, confidence in the high level of prices has been restored, strengthened by the persistently large demand for Continental countries and by the doubtful condition of the French, German and Hungarian crops.

The shipment to Europe for the past two months have been quite large, averaging 1,325,000 qrs. per week. Therefore there must be large arrivals for two months to come, but millers are so hungry for wheat, and future supplies are so doubtful, that I do not anticipate any depression in values. It is tolerably certain that after the present month Argentine shipments will decrease materially, as will also the Australian exports. Roumania's surplus is now practically exhausted, while Russia, although doubtless possessing still quite a respectable surplus, will not part with it except at high prices, because the necessity exists there, as in other countries, to reconstruct the stocks.

After this month, therefore, we shall begin to feel the effects of America's stubborn resistance to our prices. What exact surplus America may have is difficult to estimate, nor is it made clear by the official return of the farm reserves on March 1st, but it is easy to suggest that it ought to be less than on March 1st last year because the "invisible supplies" having been drawn on so freely in the last half of last season, must be very much less now than they were then.

The shipments of wheat and flour for Europe in the past week, and the total for the 32 weeks since the beginning of the season, compare as follows with last year's figures in years:

	Past week	Same week last year	Total 32 weeks since Aug 1st 1908	Total same period last year.
U.S. and Canada.	190,000	315,000	14,980,000	16,890,000
Argentina - Urug...	620,000	897,000	7,171,000	6,926,000
Russia and other				
Black Sea ports	205,000	35,000	5,845,000	5,715,000
Danubian	21,000	65,000	3,466,000	2,185,000
India		9,000	353,000	1,967,000
Australasia	155,000	42,000	2,767,000	1,011,000
Sundries	34,000	37,000	938,000	1,456,000
Grand Total...	1,225,000	1,400,000	35,520,000	36,150,000
Total for United Kingdom and "Orders"	620,000	775,000	17,450,000	18,950,000

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A. W. BELL

1001 Union Bank, WINNIPEG

The weekly average shipments since August 1st have therefore been 1,100,000 qrs., which may be said to be about equal to the actual requirements. But for the remaining 20 weeks prospects are very poor; it is regarded as not improbable that the weekly average shipments for these 20 weeks may not much exceed 850,000 qrs., against 875,000 qrs. last year, 1,175,000 qrs. in 1907 and 1,150,000 qrs. in 1906. It is contestable on the other hand that European requirements during that period will be far larger than they were last year, and probably quite as large as they were in 1906 and 1907.

EX-LAKE WHEAT RATE CUT

The evidence introduced at the recent lake-and-rail hearing before the Interstate Commerce Commission at Minneapolis was to the effect that the discrimination in favor of wheat as against flour, bases on rates from Minneapolis to Lake Erie points, amounted to about 7c. a hundred. This evidence was practically not contradicted by the carriers.

Hardly had the hearing been concluded when the mills west of the Great Lakes received a further body blow, and all mills shipping from points of origin making use of at-the-east-of Buffalo rates were proportionally affected. This came in the form of an announcement of a cut by the eastern railroads in the ex-lake wheat rates of one and one-half cents per bushel, or from five and one-half cents for sixty days after April 20th.

The present reduction in ex-lake wheat rates is made to meet the Canadian rates and to prevent the diversion of American wheat through Montreal which took place on a large scale last year. Already the Canadian roads have announced that they will meet the cut, and the merry struggle of the carriers to deplete this country of its diminished stocks of wheat will go on with redoubled

activity as soon as the rates are in force, while the millers all over the country hold the bag.

With short stocks of wheat in Europe and available world supply curtailed, Continental mills closing down for want of wheat and many English mills close to the same position, heavy exports of wheat will undoubtedly be the result of this cut. This will not only make export trade in flour for months to come even more impossible than it is at present by giving the English miller a further advantage of easily five cents per sack, but it will also place many mills in this country, which are already confronting a very serious situation through their inability to obtain sufficient supplies, in a still more trying position.

There is one obvious and perfectly feasible way to meet the situation, and that is by doing away with the present unreasonable and undefensible discrimination in flour rates. Perhaps good may come of evil, and the recent reduction in ex-lake wheat rates, by driving home the injury that this discrimination is doing to the milling industry, may hasten its abolishment. American flour is wanted abroad if it can be had at anything like a parity with the home milled product, and if the present handicap of rates be removed the outward flow of wheat would largely stop, and this would at once relieve both the export situation and the scarcity of milling wheat for home consumption.

If, on the other hand, the carriers want to deliberately shake out of the American flour trade what little life is left in it, by continuing the present rates on flour while further reducing the rates on wheat, now is their opportunity. If the carriers, in order to obtain a temporary revenue from wheat, wish to kill an industry which can, and under anything like fair treatment would, furnish them with a large and steady source of income

year in and year out, they have only to adhere to the campaign they have inaugurated.

If such is their disposition, there is only one means of relief and that is that the Interstate Commerce Commission shall stay their hand by a ruling which shall place wheat and flour rates on an equal basis. But unless such ruling comes promptly it will be too late to enable the American miller to regain his export trade or even to hold what little is left to him, for enough wheat can leave this country in the sixty days of the reduced wheat rates to do irreparable damage.—The Northwestern Miller

SPARKS FROM A LIVE WIRE

(From the American Co-Operative Journal, Chicago.)

"For a farmers' company to sell or ship grain to a Chicago firm which favors the Grain Trust, is but another method of delaying your leaders in securing the best results. To fight the trust is a task in itself; but to have to fight the money which the farmers pay the trust and its Chicago henchmen in commissions, imposes a double burden."

...

"As the idea which created wireless telegraphy is greater than telegraphy itself, so is the principle of economic freedom greater than the mere dollar. Coin is but an incident resulting from the correct application of a fundamental principle; no great accomplishment worthy of success is possible until the common life is filled with a noble purpose."

...

"As monopoly uses money as its chief agent of defence, be sure your managers do not 'Sweeten the Kitty' of Corruption to stack the cards against you, by selling or consigning to men who have no heart in your

HAIL - HAIL - HAIL

Loss claims paid last year - \$30,152.89
Paid last five years - - - 302,866.24

Average rate of assessment 6 years 16½ cts. per acre. **Plans of Insurance same as in 1908.** Assessment governed by amount of loss. Have now \$1,600,000.00 Insurance in force.

Surplus Assets \$23,339.00—including premiums on insurance now in force, over \$87,000.00. **No Liabilities.**

Cash Deposited with Government, \$5,000.00

The Company is now stronger financially than ever before. For further information see our agent or write

THE MANITOBA FARMERS' MUTUAL HAIL INSURANCE CO.

W. C. GRAHAM
MANAGER

BOX 1147
WINNIPEG, MAN.

The Toronto General Trusts Corporation

Administers the estates of those who have died **WITHOUT MAKING A WILL.** No bond required. Family Solicitor retained. Compensation arranged or fixed by Court.

A. L. CROSSIN, Manager

Bank of Hamilton Building
Winnipeg

work. Remember the smile, pat on the back, the calling of a manager by his first name and general affability, constitute the chief stock in trade of the 'Con' man."

"In 1776 it was not so much the dollars involved in 'taxation without representation' which moulded spoons into bullets and sent men barefooted into battle; but rather was it a demand for the principle that right, justice and equity are the birthright of mankind; and any system which robs men of honest labor becomes a battle of conscience against greed, and no aggregation in this country can withstand an aroused public conscience when co-operatively organized and properly directed."

"It is amusing in the eyes of real manhood to see mongrel travelling men walk into the offices of farmer companies and request 'just a few' cars; and it is pathetic to see the manager duped by a smile of a man who has no claim on your favors and woo at heart has no interest whatever in the great co-operative movement."

"What we need is an army of 10,000 farmers in convention assembled in Chicago; every man with this badge on his coat: 'For an honest market,' march over Jackson boulevard and demand of certain Board of Trade men why they endeavored to hush the truth regarding the Grain Trust, which was suppressed by the Hearst papers. Then call on certain railroad officials and demand an explanation as to why Rosenbaum, Shaffer and others should have elevator privileges which outsiders cannot obtain, and no man should have. How would you like to march in that procession behind Messerole's Gowrie band? You may some day, and in the meantime get that Niantic-Illiopolis quartette tuned well to the music 'There'll Be a Hot Time in the Old Town To-Night.'"

"To fight Armour, Patten, Bartlett, Shaffer, Peavey and Rosenbaum, the public warehousemen of Chicago, using only the dollar argument, is useless; but when you demand your rights under the laws from state officials and officers of Boards of Trade whose duty it is to protect you, then you come near striking twelve. One word from such officials would cripple the Grain Trust in an instant."

"No movement is near its largest harvest season when its best effort is to meet once a year, pass a few resolutions and try to absorb the various ramifications of its selected orators. Chicago law breakers and the aiders and abettors of crime at Springfield just live on jokes like that. Indications suggest, however, that the Western farmers are not all tin soldiers, and that ere long there will be an army of real fighters."

"As a factor in relieving farmers of the oppression of terminal market monopoly, prostituted inspection, warehouse debauchery and commercial tyranny, Deneen has proved an absolute failure, Yates sails under the same banner, Stevenson is as bad, if not worse, and the attitude of the Hearst papers shows the Independent League no better than the others. There is absolutely no success for Illinois farmers in securing large results without independent political co-operation, but such unity will guarantee almost anything within reason which your association may demand."

LIVERPOOL SPOT CASH PRICES, MARCH 16th, 1909

WHEAT PER 100 lbs.

Australian, New	...8s 3½d	per 100, equal to \$1.19 2-5 per bu.
White Walla	.....8s 3d	" " 1.18 4-5 "
1 Nor. Man. new	...8s 1½d	" " 1.28 4-5 "
2 Nor. Man. new	....None offered.	
3 Nor. Man. new	...8s 7½d	" " 1.24 1-5 "
4 Man. new	.....8s 2d	" " 1.17 3-5 "
5 Man.	.....7s 8d	" " 1.10 2-5 "
6 Man.	.....7s 5d	" " 1.06 4-5 "
1 Chilian	.....8s 3d	" " 1.18 4-5 "
2 Red Winter	.....8s 4d	" " 1.20 "
Rosario, new	.....8s 2½d	" " 1.18 2-5 "
Plate, new Pacific	8s 2½d	" " 1.18 2-5 "
Barusso, new	.....8s 1½d	" " 1.17 "
Barusso, old	.....8s 6d	" " 1.22 2-5 "
Russian	.....8s 4d	" " 1.20 "
Danubian	.....8s 7½d	" " 1.24 1-5 "

LIVERPOOL SPOT CASH PRICES, MARCH 23rd, 1909

WHEAT PER 100 lbs.

Australian, New	...8s 3½d	per 100, equal to \$1.19 2-5 per bu.
White Walla	.....8s 3½d	" " 1.19 2-5 "
1 Nor. Man. new	...8s 1½d	" " 1.28 4-5 "
2 Nor. Man. new	....None offered.	
3 Nor. Man. new	...8s 6½d	" " 1.23 "
4 Man. New	.....8s 2½d	" " 1.18 2-5 "
5 Man. new	.....7s 7d	" " 1.09 2-5 "
6 Man.	.....7s 2½d	" " 1.03 4-5 "
1 Chilian	.....8s 3½d	" " 1.19 2-5 "
2 Red Winter	.....8s 4½d	" " 1.20 3-5 "
Rosario, new	.....8s 2½d	" " 1.18 2-5 "
Plate, new Pacific	8s 1½d	" " 1.17 "
Barusso, new	.....8s 1½d	" " 1.17 "
Barusso, old	.....8s 6d	" " 1.22 2-5 "
Russian	.....8s 4d	" " 1.20 "
Danubian	.....8s 8d	" " 1.24 4-5 "

DEPUTATION TO OTTAWA

A deputation composed of representatives of the Grain Growers' Associations is expected to leave for Ottawa shortly to present a largely signed petition to the Governor General in Council, praying the Government to acquire and operate as a public utility—by a commission—the terminal and transfer elevators.

The delegation will meet the Minister of Railways with a view to having the Railway Act amended to provide better facilities for farmers to secure compensation for stock killed on the railways and to compel the railways to fence their track and provide cattle guards at crossings in all settled districts.

They will also discuss with the Department of Trade and Commerce some of the workings of the Grain Act.

SUNSHINE GUILD

(Conducted by Marie).

Dear Friends,—I must ask you once again to send all the help you can for our festival which will be held this summer. It is the intention of the founder of the guild to send as many poor children into the country as our funds will allow.

This month space is again limited and I cannot acknowledge all parcels and letters, but wherever possible a personal note will be sent.

SUNSHINE FUND.

Mrs. McDonald's Concert, per Mrs. Lilly \$ 2.10
St. Charles Concert and Flower Sale 12.75

SUNSHINE HOME FUND.

St. Charles' Concert \$10.00

A very pretty picture book received but no address enclosed. Sender please note. Many thanks.

The St. Charles Sunshine Guild gave a delightful night to the boys of the Knowles home. The children provided tea, concert and magic lantern, and the boys had a very good time. Thirty healthy, hearty boys take some helping, and I feel sure that many of my readers would be glad to help Mr. Knowles in his glorious work of providing for the homeless boys of Winnipeg.

WHERE TO SEND GOOD CHEER.

Knowles Home, Bannatyne and Kate, Winnipeg.

Butter, eggs, clothing of all sorts suitable for boys, picture cards, etc. This appeal will, I know, meet with a hearty response, as many of you would not miss the butter or eggs, although it will require a measure of self-sacrifice to pack and ship it to them. But the joy of knowing that you are helping to save and make men of what otherwise would be lost but for the help of this gentleman and the little we can do!

Not to be ministered unto, but to minister is the chief happiness of life. Again thanking all for the loving help and sympathy I have received.

Yours lovingly,

MARIE.

Souris, Man., Box 36,
February 17th, 1909.

Dear Children of the Sunshine Club:

As we have seen the letter of the Sunshine Club we thought we would send some postcards to the girl that is sick. And a little money for guesses of dolly's name.

I have three sisters, Gladys, Eva and Pearl who are sending postcards to the girl that is sick.

Now we guess dolly's name. Gladys thinks it is Elsie. Sister Eva thinks it is Mabelle and sister Pearl thinks it is Effie.

We all wish the little girl will soon be better as we do not like being sick ourselves, so we pity your poor girl.

Yours truly,

Gladys Smith, Eva Smith,
Emma Smith, Pearl Smith.

GUIDE SUBSCRIPTIONS

Arrangements have been made with the "Guide" to give away free of all cost, one "BELL'S COMPENDIUM" to every party who sends in two subscriptions for the "Guide," accompanied with Two (\$2.00) Dollars.

"BELL'S COMPENDIUM" is a handy book, which shows all the Railway rates on grain, the storage and cleaning charges at the Terminals, the rules as to getting a re-inspection for grades, etc., and is well worth the small effort it may take to get two yearly subscriptions for the "Guide."

Be sure and mark on each subscription sent in the words "BELL'S COMPENDIUM"

A PORTABLE ELEVATOR THAT MAKES THE MONEY

We have pleasure in directing the attention of "Guide" readers to the very convenient and inexpensive portable grain elevator which has been placed on the market by the Cameron Manufacturing Company of Winnipeg, a description of which will be found in our advertising columns. We have seen it in operation and are enabled to verify the points that are claimed for it, and have no hesitation in saying that it is well worth the inquiry and inspection of anyone seeking the assistance of such a time and labor saving apparatus at a nominal price.

BRACE UP!

By T. K. Hendrick, the Globe-Democrat Humorist Poet.

Is the soul afflicted with fears and doubts?

Do you think you have had your day?

Do you think you belong to the "down and outers"?

Does life seem sordid and gray?

Brace up!

Throw out your chest!

Slap yourself on the back!

Brace up!

Essay a jest,

Start again on the track!

Brace up, partner, and try it again,

The game's any man's till he quits it;

The battle of life is with other mere men—

One's not licked till he admits it.

Brace up!

Hold up your head!

Look Fate straight in the eye.

Brace up!

Hope isn't dead

As long as you've courage to "try".



CRUSTY CUSTOMER: "Waiter, Where are the vegetables?"

WAITER: "Beg pardon, sir, but we never serve vegetables with biled eggs."

CRUSTY CUSTOMER: "Biled eggs, be hanged! This is a biled chicken you have brought me!"


EATON'S BINDER TWINE

This year we are carrying the same two splendid brands of Twine as last year. We are quoting prices from six distributing points, but will be pleased to quote laid down prices at your station.

Our well known and very liberal guarantee stands back of all the twine we sell.

If your twine should prove unsatisfactory for any reason, or
if your crops are destroyed by hail, frost, or excessive rains,
the twine may be returned at our expense, and we will re-
fund the purchase money and all transportation charges.

We would advise every user of Binder Twine to send in his order immediately to be delivered when desired. We cannot guarantee to fill orders received after July 1st. It is not necessary to send the money with the order. It can be paid for on delivery.

	WINNIPEG	BRANDON	REGINA	SASKATOON	CALGARY	EDMONTON
 Golden Manila, 550 feet to pound.....	9 cents per lb.	9 cents per lb.	9 $\frac{1}{4}$ cents per lb.	9 $\frac{1}{2}$ cents per lb.	9 $\frac{3}{4}$ cents per lb.	9 $\frac{3}{4}$ cents per lb.
Eaton Standard, 500 feet to pound	8 $\frac{1}{2}$ cents per lb.	8 $\frac{1}{2}$ cents per lb.	8 $\frac{3}{4}$ cents per lb.	8 $\frac{3}{4}$ cents per lb.	9 cents per lb.	9 cents per lb.

Should you by combining with your neighbors be able to make up a carload order, 24,000 pounds, we offer a special rate except to any of the above six distributing points.

This spring we have commenced a new Department for the convenience of the farmers of the West. This is our new Farm Implement Department, which contains nearly all the ordinary implements required on the farm. These goods are all made by very reliable manufacturers and are fully described in our Spring and Summer Catalogue, pages 286 to 296.

THE T. EATON CO. LIMITED
WINNIPEG CANADA

HUNDREDS OF USERS

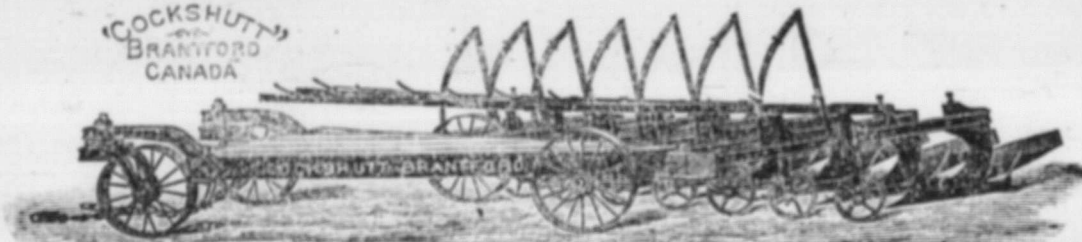
Every One Enthusiastic
Every One a Praiser of

COCKSHUTT ENGINE GANGS

Because they are Built on Proper Principles

Every Plow Works Independently

Every Plow Cuts an Equal Depth



COCKSHUTT ENGINE GANG—14 in. bottoms, either breaker or stubble (interchangeable). The above style on wheels is made with 6-furrow frame for 4, 5 or 6 plows; 8-furrow frame for 6, 7 or 8 plows; also in 10 and 12 furrow sizes. The 10 and 12 furrow sizes are also sold with frame on skids.

The nature of the land in Western Canada is such that in dry seasons it becomes hard and tough. In traction plowing this causes an enormous strain upon the strain resisting parts of the plow. The bent beams used by some engine gang plow builders are liable to become partly straightened, thus causing trouble in operation not easily remedied. The strong straight beams of **The Cockshutt** cause the pull to come direct, making it impossible for them to bend or break. This feature insures straight, even, uniform plowing.

In the spring and wet seasons of the year, the ground is necessarily very soft. The ponderous weight required in traction engines, causes the drive wheels to sink and press the ground, leaving as it were a sunken path. Our individual plows working under these conditions can turn uniform furrows. This is impossible with gangs of two: one plow cuts deep, while the other travelling in the pressed track of the drivers, merely skims the surface.

There are other reasons why the **COCKSHUTT ENGINE GANG** is the Best Plow built.

Ask your nearest steam plowman why he bought a Cockshutt. Our 1909 catalogue also tells. Just ask for it—we will mail it free.

COCKSHUTT PLOW COMPANY, Limited

Factory: BRANTFORD.

Western Branches: WINNIPEG, REGINA, CALGARY, EDMONTON

Lumber Sold the Farmer at Mill Prices

Shipments to Alberta and Saskatchewan from Mills at Vancouver and Brantford, B.C.
Our British Columbia Fir and Cedar Lumber is hand sawed, dry and
the manufacture is perfect.



Write for catalogue, W. H. and Price List of Lumber. Delivered at Your Station.
You pay when you have received and are satisfied
with our delivery.

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