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MEIGHEN PAPERS

SERIES 3

(M.G. 26, I, Volume 89)

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

PUBLIC ARCHIVES
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051200

Ottawa, Jan. 1, 1924.

Senator C.P. Beaubien,
50 Notre Dame St. West,
Montreal.

Dear Senator Beaubien:

Many thanks for your letter of the 22nd, which reached me upon my return from a short tour in your province. I was delighted to hear that your project had been so successful.

Please accept my best thanks for your kindness in sending me five billion Marks. I am passing them on to my son with your compliments.

With every good wish for the New Year.

Believe me,

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

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051201

THE SENATE
CANADA

Office of the Hon.C.P.Beaubien,
50, Notre Dame St. West.

Montreal, December 22, 1923.

The Right Honorable Arthur Meighen,
Chief of the Opposition,
The Parliament,
OTTAWA.

My dear Mr. Meighen:

I have just returned from France. The Canadian Exhibition Train project has been carried out with no small measure of success. I am not unmindful that at a particular moment, without your kind personal and effective collaboration, it would have been doomed to failure. For it all, please accept my very sincere thanks. You have made it possible for me to be of some real use to my country; opportunities of that kind seldom cross the path of one's life, you have allowed me to make use of it and I shall not forget it.

I join herewith my very best wishes for the coming year and append thereto a few marks - just five billion of them. I trust that the marks may be more profitable than the wishes.

With kindest regards, I remain

Yours very sincerely,

C. P. Beaubien

CPB/AG

Enc.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051202

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Ottawa, February 6, 1924.

Dear Senator Beaubien:

Many thanks for yours of 29th January enclosing clipping from the Boston Evening Transcript with references to the Canadian Train in France. I have read this with great interest.

Yours very truly,

Honourable C. P. Beaubien,
50, Notre Dame Street, West,
Montreal, Que.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

PUBLIC ARCHIVES
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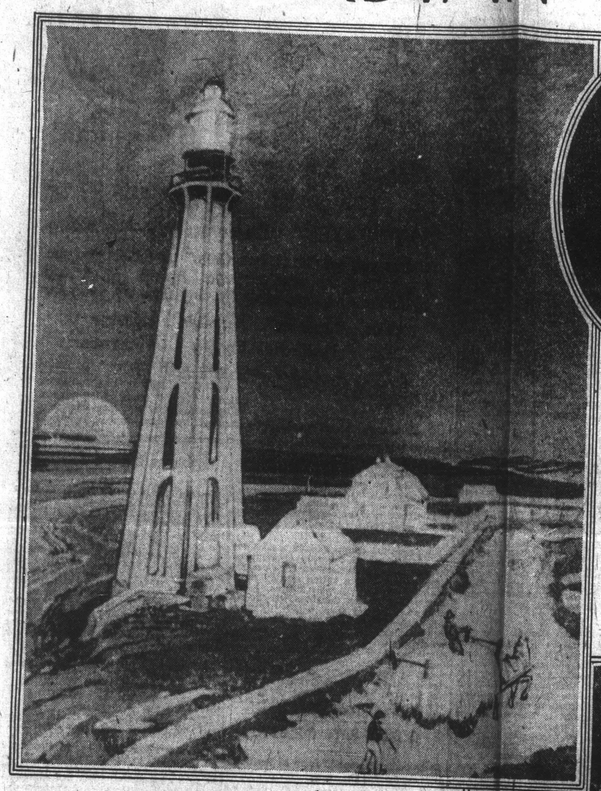
A CANADIAN CARAVAN IN FRANCE

BY ALVAN SANBORN



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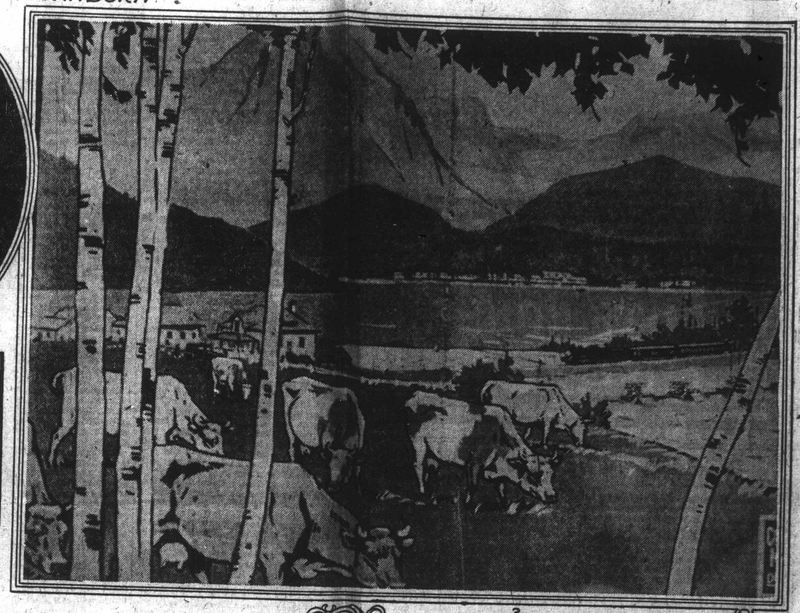

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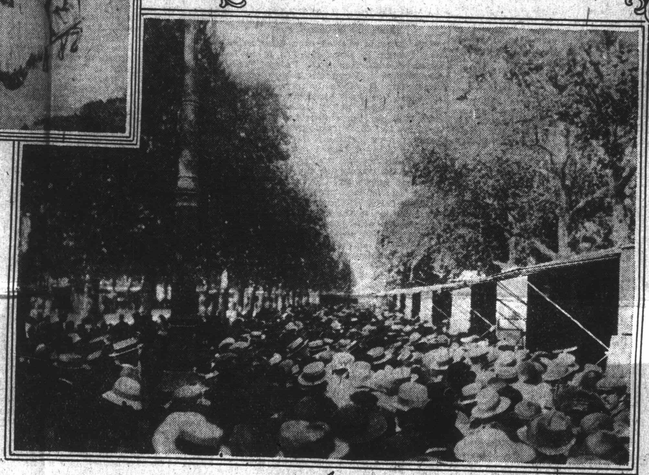

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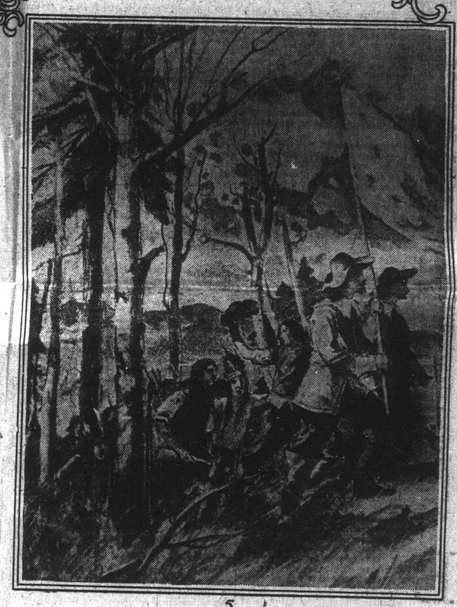

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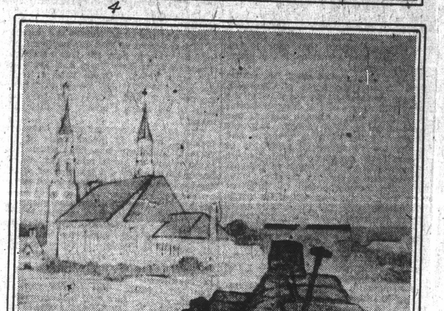

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1—Outward Bound for Europe—the Pointe-au-Pere, on the St. Lawrence, Where the Pilot Leaves the Ship.

2—Senator Beaubien of Montreal, Organizer of the Canadian Exposition, and Ardent Friend of France.

3—A Pastoral Scene in Canada, from one of the Posters Advertising the Beauties of What Might Have Been "New France."

4—The Caravan at Grenoble, Showing the Fronts of the Great Trucks in Place and the Throngs of People Crowding About Them.

5—The Past Glories of France in the New World—Explorers and Their Indian Guides Pressing on to the St. Lawrence. Another Poster.

6—A Tiny Country Church on the Shores of the St. Lawrence, a Poster Advertising the Canadian Pacific Steamers.

Canada Returns the French Compliment of 1921 in Kind—Familiarizing Prospective Customers in Old France with What the New Has to Offer Through Posters, Speeches and Beautifully Illustrated Pamphlets—An Entire Exposition Borne on Motor Trucks, That Wanders From City to City and Attracts Throngs Wherever It Goes

Paris, Jan. 9.

EVER since the phenomenal vogue of Louis Hemon's homely novel of Canadian life, "Maria Chapdelaine," Canada has been very much the fashion in this part of the world.

The latest manifestation of this predilection for things Canadian is the triumph of the Canadian Exposition in the Tuileries Gardens, which (without the slightest street advertising and almost without press announcements) is daily drawing such tremendous crowds that the majority (even after standing patiently in line by the hour, on a wind-swept terrace, at imminent risk of grippe, before passing the turnstile), are unable, by reason of the crush, to catch more than an occasional glimpse of the spectacle they came out to see.

The Tuileries Exposition (whose immediate practical purpose is to familiarize potential customers in Old France with the agricultural and industrial output of New France, with a view to making the exports of the latter to the former approach more closely than they have hitherto the exports of the former to the latter), was formally inaugurated by Prime Minister Poincaré and has been officially visited by the President of the French Republic, on invitation of the Canadian Prime Minister, Mackenzie King, and the British ambassador, Lord Crewe, who welcomed him in person. Conversely, its personnel has been received by the Paris Municipal Council (on which occasion the Canadian Minister of Justice, Sir Lomer Gouin, announced that the Canadians, who "had the same thoughts as the French during the war, still think like them") and by the Societe des Gens de Lettres, intent upon strengthening the intellectual ties between the two countries.

These divers Paris ceremonies are at once the consummation and the farewell of an undertaking, which, reversing the usual order, has come to the capital after visiting the provinces and which returns a similar visit of France to Canada.

One Good Turn Deserves Another

In 1921 France, on invitation and at the expense of the dominion, organized and carried out a railway train exposition, which toured Canada for more than two months, exhibiting in the half-hundred most important cities to such good purpose that French exports to Canada have mounted to $14,000,000 annually. By way of reciprocity the French Government invited Canada to send to France, at the expense of France, an analogous itinerant exposition, and Canada gladly accepted the invitation. But it was decided by the organizers that the Canadian "train" in France should be a train of motor trucks instead of a railroad train, the former being better adapted to the topography and transportation conditions of the Old World, and that it should terminate its trip in Paris, instead of beginning it there.

The Canadian Caravan—"Exposition Roulante" the French call it, linking it humorously with the "roulottes" of the "forains," with which, for generations, they have been familiar—comprises some thirty big gray-green, blue bordered motor trucks decorated with the French and the Canadian colors, each of which is so constructed (after the manner of the ambulatory cages of the traditional circus menagerie) that the simple displacement of the panels of one side suffices to transform it into a miniature exhibition hall. Placed end to end, they constitute a gallery nearly two hundred yards long, or, disposed in a circle, they form an enclosure that can easily be sheltered with a canvas awning. The exhibition trucks proper are supplemented by a number of other trucks utilized for the transportation of lighting equipment, cinematographic apparatus, materials for repairs and a gang of workmen.

The Caravan has visited practically all the important centres of population (Havre, Rouen, Lille, Rheims, Strasbourg, Chambéry, Grenoble, Lyons, Marseilles, Toulouse, Bordeaux, Angers, Angoulême, Limoges, Clermont-Ferrand, Nantes, Rennes, Bourges, Amboise, Orléans, Tours, Le Mans, Chartres) and several small communities. There is a daylight cinema, which has proved a great attraction by reason of its novelty on this side of the water, and two open-air screens for the amusement of the populace at night. Lectures also are provided for the serious minded.

Canada's Century the Twentieth

The keynote of the Paris exposition is struck by a memorable utterance of a former Canadian Prime Minister, Sir Wilfrid Laurier, "The nineteenth century was the century of the United States, the twentieth century will be the century of Canada," which, reproduced in big letters, is the very first thing to strike the eye of the visitor as he enters the enclosure, and it emphasizes throughout the irreparableness of the loss to France in 1763 of her North American colonies, an event which Voltaire, in his "Precis du Règne de Louis XV," treated with characteristic flippancy as a matter of no importance.

The salient feature, the feature which draws the crowds, is a series of remarkable dioramas so ingeniously lighted that the spectator observes in the space of a few minutes the transition from darkness to dawn, from dawn to broad daylight, from daylight to twilight, and from twilight back to darkness again. The subjects have been selected with a view first of all to conveying a conception of the majestic beauty of the Canadian landscape and of the picturesque persistence of wild life therein, and then of the intensity and scope of Canada's present agricultural and industrial activities and of the immense resources its prairies, forests, mines, furs and fisheries offer to economic initiative.

These dioramas visualize most vividly, furthermore, the chief incidents of Canada's checkered history, particularly the vicissitudes of the explorers, missionaries and traders who opened up her immense territory to civilization (Cartier, Champlain, the Chevalier de la Salle, La Vérendrye, de Laval, de Chomédy, Du Lhut, Père Lalemand, Radisson, Joliet, Perrot, Saint-Lusson, Cadillac, Père Marquette).

Clever and Effective Propaganda

The particular import or lesson of each of the dioramas is ingeniously driven home by a conspicuous printed placard.

Thus:

"It took three long days to go from Quebec to Montreal."

"The dazzling aurora Borealis launches into the blue-black Canadian night streams of fireworks."

"Our forests contain the most precious species."

"The richest soil, cultivated according to the most modern methods, stretches as far as the eye can see."

"The fisheries of Nova Scotia bring in millions every year."

"The silver fox, joy of the woman of fashion, is raised on Prince Edward's Island."

"Lumbering is one of the sources of the wealth of New Brunswick."

"According to the census of 1921, the population of the Province of Quebec is 2,361,200, of whom 51.5 per cent are tillers of the soil, and about 85 per cent of French origin and Catholic religion. Quebec, French soil under the British flag, is the largest of the Canadian provinces."

"The hydro-electric plants of Ontario, fed by innumerable cascades and impetuous streams, distribute mechanical energy to a vast territory."

"Manitoba is the granary of the world."

"Western Canada is the most marvelous agricultural zone of the universe, and its admirable herds are the envy of other nations."

"The streams of British Columbia serve to transport the gigantic trees consumed by the paper pulp industry."

"Vancouver is verily the pearl of the Pacific."

Statements which sound stale and commonplace enough to American ears, but which are full of significance to the French (unspeakably naive regarding pretty nearly everything connected with the New World), when fortified, as they are here, by realistic dioramas or illuminated colored photographs.

There is also a carefully chosen exposition of Canadian manufactured products.

Maple Leaf and Fleur De Lis

This immediate visual propaganda is followed up by an intellectual propaganda of longer range in the form of a series of bright-covered, copiously illustrated brochures in French, prepared especially for the caravan, which go beyond the dioramas and photographs, in that they indulge largely in dreams of future greatness. They are adroitly decorated with the maple leaf and the fleur de lis, the Gallic cock and the Canadian beaver, the coats of arms of the French Republic and of the Dominion. They pay exceedingly politic compliments to France, as the founder of Canada, and make a strong appeal to French sentiment, by recalling the role of Canada in the late war. And they are so attractive withal that they are sure to be taken home and read, and even preserved by the visitors to whom they are most lavishly distributed.

"Friendly reader," one of these brochures begins, "try, as you peruse this document, to see in it something more than pictures of trappers and of legendary warriors. It is one of the most glorious pages of your own history these lines bring you, a page you are too prone, perhaps, to forget—you have so many others and so noble!—but which ought to be frequently recalled. For Canada was one of your children. Nine years ago, France saw the sons of Canada rush to her shores and join her sons in defending right against force. French soil guards piously the remains of thousands of Canadians who have mingled their blood with that of her own heroes. Canada now desires to make herself known to France under a new aspect. After having offered, in 1914, the succor of her martial valor, she offers her, in 1921, the coöperation of her industrial genius. The seed sown overseas by the French pioneer has yielded prodigiously, and it is just that the hand that confided it to the soil should share in the harvest. . . . If Canada is today an incomparable country, it is due to the impulses she received from the motherland. It is in a French furrow that our golden wheat has germinated."

Senator Beaubien

The prime creator and the moving spirit of the Canadian Caravan is Senator C. P. Beaubien, of Montreal, who has accompanied it throughout its peregrinations in France and has been the chief interpreter of its mission to the populations it has visited.

"We have rarely been privileged," observes a Frenchman who was with the caravan during the larger part of its journey, "to listen to such well-rounded as well as such direct and convincing eloquence. It would seem that every new site, every new town, inspires Senator Beaubien with a fresh supply of images and dictates to him the necessary words and the essential phrases. It is because he feels what is particularly appealing in each of our regions that he moves his auditors.

"It is also, perhaps, because his natural faculties have been coördinated by French discipline, that the harmony of our landscapes and of our cities, the unity of their manifold elements of beauty, the pressure in his restrained lyricism, in which the permanence of our soil affirmed."

France as Canadian Market

Wherever Senator Beaubien has passed, he has ingratiated himself into the favor of the leading citizens by the tactful warmth of his appeals for a consideration of the claims of the country he represents. "No corner of the earth," he declared in a speech at Bordeaux, "has ever been known to acquire as rapidly a development as colossal as that of Canada. Eh bien, Messieurs, Canada, which has nine million inhabitants in whom you have nine million friends of whom three millions are relatives, regrets solely the meagre scope of her trade with you; in fact, our exportations to France are only 1.25%. Why do you Frenchmen neglect your French brothers in Canada, and why do you go to other countries for products you could buy at the same price from us?"

Ardent Champion of Ruhr Occupation

Already, before leaving Canada, Senator Beaubien had espoused enthusiastically the cause of France in the Ruhr, notably in a speech before the Canadian Club of Montreal, and in practically all his French barnstorming he has proclaimed the postbellum action of France in accord with law and justice. For instance, he terminated the Bordeaux speech just cited above with this unequivocal bit of approval: "When, sure of your right, you decided to occupy a part of the soil of the Germany which has caused you so much suffering, you had all your Canadian brothers with you. You are going to reap soon the harvest of an undertaking you have carried on laboriously, courageously and worthily. It is your due. From the bottom of our hearts we rejoice with you."

The Canadian Caravan has been accorded everywhere a right royal welcome. Everywhere, it has been profusely dined and wined by Municipal Councils, Chambers of Commerce and Improvement Societies. It is affirmed that fully 2,000,000 people visited it before its arrival in the capital, and the number of its visitors here bids fair to be limited only by the length of its stay and the population of greater Paris.

To just what extent the visit of the Canadian Caravan to France has achieved its avowed immediate purpose of booming Canadian trade it is too early, of course, to determine; but it is not too early to assert that it has gone a long way toward developing mutual comprehension and affection, toward creating a current of cordiality. It has familiarized all France, even the children (most of all perhaps, the children with whom rests the future) with the immensity of the territory of Canada, the abundance and variety of its resources and the romantic glory of its difficult beginnings. And the members of the Canadian mission have seen France at much closer range than tourists are wont to see it and have learned thereby the solidity and the wholesomeness of French provincial life.

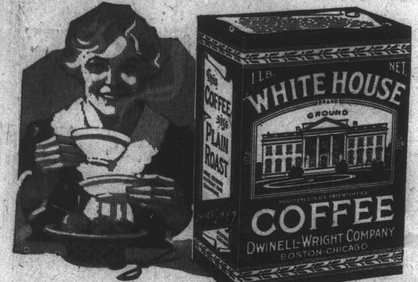
"As we have gone from place to place we have been able" explains one of them "to get better acquainted with your country and to fortify by contact, alike with the peasants and the city-dwellers, our sentiments of affection for the home of our ancestors. Your ancient cities, with their historical monuments, their churches and the customs of their inhabitants have revealed to us the force of the tradition with which we ourselves were nourished. Your fields and the workers in them have made us see far better than any number of lectures and discourses the admirable vitality of your race, which the war tested severely but did not enfeeble. We have heard the beating of the heart of France along the national highways, under the crust of the earth, in the woods, in the vineyards, by the spires of the village churches and the belfries of the city halls. We have learned to know and to appreciate France and we shall be ready, once back home, to act as apostles of the French cause."

A Permanent Canadian Exhibition?

By way of continuing the Exposition of the Tuileries and of giving permanent form to the mutual understanding and coöperation of which it is the present visible symbol, a "Canadian Palace" is soon to be erected in the heart of Paris, on the site of the recently closed Grand Café and of the famous Jockey Club which is about to migrate westward. It will contain a general exhibition of the products of Canada as a whole and a special exhibition of each of the provinces thereof. In the very same basement where, erstwhile, a rudimentary cinématograph offered tentatively and timidly, under the auspices of the Lumière brothers, the first moving pictures to be seen in France, a highly perfected cinematograph, devoted exclusively to reproducing Canadian life, will be installed. There will be reception rooms, lecture halls and banquet halls, destined more particularly for Canadian or Franco-Canadian functions. The Canadian Palace will likewise be the centre of a highly organized immigration service, designed to facilitate the journey between Europe and Canada, in which all the countries of Europe will be represented, for Canada—with a view to attaining as quickly as possible a population proportionate to the extent and richness of her territory—is at present as eager to receive accessions to her population as the United States is not to receive them, and is ready to guarantee all categories of immigrant workers with lucrative and permanent employment.

The building will also be utilized for the offices of the Commissariat Général of Canada in France.

"The erection of a Canadian Palace in Paris" explains Arnold Arnovici, under whose immediate direction the ambitious scheme is being realized "proceeds from a desire to pay joint homage to the great France universally admired and to the France over yonder, Canada, a large part of whose population recalls with pride its French origin. And it is to be hoped that this Palace will be worthy, not only of the country it will evoke in your midst, (a country almost as big as all Europe and whose shores are washed by the Atlantic and by the Pacific) but also of the glorious Patrie, to which the whole world claims to belong, because its generous historical traditions have earned it the gratitude of all the genuinely civilized peoples."



A SOLACE for the tired woman of the home, whose cares and worries sap her strength and bring her to really need just such a strengthening comfort as *White House Coffee* has brought to thousands of housewives, and with it renewed vigor and the sense of having partaken of something really delicious.

BE SURE TO ASK *YOUR* GROCER FOR

WHITE HOUSE
DWINELL-WRIGHT CO.
COFFEE

Broadcasts

IT was but yesterday that we spoke in jesting doubt about the New York Times, and now today we can commend it. Yesterday, we had to correct it and we are sure that it will profit a very great deal thereby. Today we profit by it in turn, on reading the wise sayings contained in its editorial, "What We Live For." The pursuit of journalism is full of beautiful amenities like this.

Our Little Breaks

The wisdom of which we speak occurs in this editorial on Secretary Mellon's warning for Thrift Week wherein the writer, while backing all that is said by Mr. Mellon, reminds us that people must let off steam once in a while, though he puts it far more elegantly than we do. He calls it "the spirit of adventure" and says that "in all human beings it must have an outlet." He also speaks up for that which may have an "appeal to the imagination" which he says "must be satisfied, and ought to be allowed for in any mechanical table of economic values."

Man does not and never will live according to formulae: he bursts out at irregular intervals and it is this bursting that has given the world its greatest literature, which is no more than an account of man in those moments when he is shaking a loose leg, loose, that is, not in any ambiguous or necessarily heartbreaking sense, but loose in the sense of dropping formulae and breaking away from specifications.

Their Many Forms

Now, reader, this takes many shapes and forms, some of which we decline to describe, but you know what the writer in the Times means when he speaks of "that madness which seizes the most stolid people under the lure of some imagining gain," which last can be other than money gain.

There are some men of the most serious lives who go nearly a twelvemonth in the way they should, and then at the sight of a counterfoil of ties quite loose control of themselves and proceed to the commission of the most frightful excesses. Men of this kind will be apparently fascinated and dominated by a canary colored tie with purple stripes. Then he buys another tie or else returns day after day and buys more ties. This is his way of bursting out. Another will be perfectly indifferent about his dress and then suddenly buy a lilac colored top-coat; he will be happy with that coat and while he revolvingly gloats in it he will dream of one of those felt hats that look almost as well as the cartoons.

Set men with no sense of humor and a tendency to conservatism will buy one enormous fountain pen after another and range the glittering superfluities upon their chests like a Cossack's cartridges. That is their conception of a day off. We think it was Thackeray who wrote of the quiet middle-aged gentleman who used to wear a gorgeous fancy waistcoat because he felt he owed it to the public to liven things up. We think that the philosopher of Piccadilly was mistaken here. That middle-aged gentleman was simply bursting out.

And there are other forms of this spirit of adventure. Some men collect collars and others always go to fires, but it goes to show that we have all of us our ways of bursting out and that many of these are most harmless and should be regarded with a wise indulgence.

In Their Guarded Tents

It is some little time now since press of business made it impossible for us to examine Turkish affairs. You can therefore appreciate how glad we are once more to take them up, as we do in certain matters having to do with Turkish marriage.

The careful reader will understand that we do not refer to any marriage among our friends here on the paper. None of them can be called Turks, save in the language of a playful friendship. So far as we know, there are no Turks in the city room and not a single compositor is numbered among the followers of the Prophet. What we have in mind are decrees of municipal councils in Anatolia that marriage ceremonies be made as economical as possible. We can see how this has been brought about by the policy of the new regime which discourages polygamous marriages. In the good old days, gentlemen did their marrying in quantities and so got a distinct reduction in prices for music, dresses and refreshments.

Great Reforms

As it is now, the husband is forbidden to give the bride more than two costumes or more than one set of furniture. This last will be welcomed by Turkish benedicts, on whom the necessity of providing two or more grand pianos has been a heavy load. We read, too, that "music is interdicted unless the drummer obtains a permit, one day in advance by payment of one Turkish pound." We deem this a most beneficent provision. Neighbors of the bride to be who are easily affected by noises have now but to scan the lists of the Bureau of Drums, Permits and takes steps accordingly. The well known Turkish proverb tells us "The broken drum tells no tales." On the other hand, a most interesting light is thrown on Turkish customs by the intelligence that "the (the drummer) in turn is not entitled to accept more than five Turkish pounds for playing two days and two nights." We do not understand why the Turks are such strong family men. Any spouse, male or female, who could come through those two days and nights must have the right stuff in them.

The Turkish Wedding March

You can see these Turkish nuptials: the slender minaret silent in night, the moon-faced bride and her attendants dancing eagerly to the music of five Turkish pounds worth of drum; the night melts into day resplendent and still Hussein pounds thunder out of the drum, while the pomegranate, the melon and the tomato shower the guests with their grateful fruit. Night comes again and there is yet two pounds Turkish worth to come and on it goes, and the old granddams gather near the olive tree and children ask them was ever drumming like to this ever heard before. Brisk times, these, for the Glorious, perhaps, but nothing to the good old days when one could be twenty drummers thumping for twenty days and a good time was had by all. Truly, as Mr. Balfour has said in the Commons on Monday, progress is not all forward. The high cost of drumming has taken much of the charm away from marriage in Turkey.

J. H. S.

LIQUOR TREATY COMPLETE

Needs Only to Be Ratified by British Parliament and United States Senate

[By the Associated Press]

London, Jan. 23—Departing from the accepted three-mile limit which has been the basis of British maritime law from time immemorial, Great Britain and her dominions have unanimously agreed to grant the United States the right to search British owned vessels carrying contraband liquor within one hour's steaming distance of the American shores.

Australia and New Zealand, because of the absence of their premiers, were among last overseas' possessions to return their approval of the proposed treaty, which for brevity is probably one of the most remarkable international documents on record.

It consists of less than three short typewritten pages and embraces:

First, the decision of the British Government to grant the United States a special extension of the three-mile limit;

Second, the right of the American authorities to search British vessels for illicit liquor within a boundary described as one-hour's steaming distance from shore;

Third, the right of British passenger liners to bring legitimate alcoholic stores into American ports, which stores are intended for consumption on the homeward voyage.

One of the last acts of the Baldwin Government before it passed into history was to instruct its representative in Washington to inform the Department of State that England and the dominions had approved the draft treaty. Marquis Curzon, the foreign secretary, and Premier Baldwin, had been eager ever since the imperial conference to have the outgoing cabinet endorsed by completing a treaty which Mr. Baldwin himself cited as one of the most notable achievements of his administration in fostering Anglo-American relations.

The treaty will have to be ratified by the Imperial Parliament and the American Congress before it becomes law, but as far as British legislative sanction is concerned, the formalities of an agreement here are confident it will meet with little opposition in the House of oCmmons. They anticipate that Ramsay MacDonald, the new premier, will readily indorse the measure.

CHILDREN AS HEALTH CRUSADERS

Pupils from St. Catherine's School Entertain Boston Tuberculosis Association

Seventy children from St. Catherine's School, Charlestown, demonstrated the teachings of the Modern Health Crusade at the Twentieth Century Club last evening, and made a picturesque addition to the annual meeting of the Boston Tuberculosis Association. They entered as a procession, sang songs accompanied by the school orchestra, and gave recitations illustrating the methods employed to impress upon them the importance of fresh air, plain food and proper exercise.

Miss Bernice W. Billings, executive secretary, reported that the Christmas seal sale resulted in a return for the association, against $25,000 in the year 1922. She outlined the various lines of work undertaken by the association, and said that although the Prendergast Preventorium is the major activity, there are other matters in which it is doing good work, one of these is the Modern Health Crusade. More than 13,000 school children are enrolled in this movement.

Dr. Joseph Garland, camp physician, spoke of the Preventorium, and illustrated his story by lantern views. Dr. David Russell Lyman, superintendent of the Gaylord Farm Sanatorium, Wallingford, Conn., emphasized the necessity of concreting the tuberculosis campaign on children.

Dr. John B. Hawes, 2d, the president, was reelected to that office. Dr. James J. Minot, who for years occupied the chair. He, too, was relected with Dr. Samuel S. Mumford, treasurer, and Miss Isabel F. Hyams clerk. There is a council of forty-nine. An executive committee consists of these officers and the following-named:

Eliot Farley, Cleaveland Flood, M. D., Mrs. John D. Henry, George B. Hill, M. D., Rev. J. F. McCormack, Henry V. Jackemus, Edward O. Otis, M. D., Miss Julia C. Prendergast, Miss Lilian V. Robinson, Mrs. Reginald Heber White, Arthur V. Goodrich.

—Those areas of high and low barometric pressure of which the Weather Bureau tells are the mountains and valleys of the atmosphere. [Albany Journal

THE TRAINING OF THE MIND

Lecture by
JOHN HERMAN RANDALL
Friday, Jan. 25, 8 P. M.
Steinert Hall, 162 Boylston St.
Admission $1.00.

(OE)

Current Comment

MR. BOK, PROPAGANDIST

[From the Hartford Times]

When the solemn senatorial snoopers, headed by Hon. George Moses of New Hampshire, complete their investigation of the Bok peace plan, they will find that a considerable amount of money has been expended by Mr. Bok to interest the people of the United States in the problem of preserving the peace of the world. Whether the Senate committee will discover that Mr. Bok has spent any more to interest us in peace than the Republican national committee spent in 1920 to prevent our becoming interested in the subject will not be divulged, unless Mr. Caraway issues a minority report. The investigation can do little but exhibit the solemn senators as, in the words of the Springfield Republican on another occasion, having descended from elder statesmen to elderly idiots.

If Mr. Bok had chosen to spend $100,000 to convince the American people that the League of Nations was a "foreign agency," who would have moved to investigate him? Would the senators have thumped the pulpit if Mr. Bok had spent $100,000 to tell the people of America that we ought to invade Mexico, or that cotton is king, or that we ought to have a standing army of a million men, or that the rumor that the Ladies' Home Journal was never better is false? They would not. It is only when Mr. Bok's money is used to help the American people discover a sane, possible and useful way to put this country's power behind the forces of righteousness in the world that the senatorial dander is up. It is only because Mr. Bok thinks it worth some of his money to give the American people an opportunity to say what they think about such a plan, without reference to the political atmosphere of 1920, that an investigation is ordered. It is only when politicians scent from afar the possibility that the American people may discover that all wisdom does not emanate from the brain of Henry Cabot Lodge that Mr. Bok is denounced as a propagandist.

And he is a propagandist. In the interest of one of the best causes in the world Mr. Bok has brought to bear his instinct for publicity, his skill in sensing the public mind. He is a propagandist in the same sense that the men who are spreading the news of smallpox prevention and insulin are propagandists. He believes that the American people need to have the problem of their part in peace brought to their attention in some other atmosphere than the atmosphere of partisan politics. To that end he has been willing to spend a large sum of money. If the politicians insist that this peace referendum shall not be kept aloof from the mud-slinging of our unfortunate politics, that is their affair and their responsibility. Honest and intelligent men, however, will not be led astray by human from the Senate. They will be grateful to Mr. Bok for having made possible a crystallization of sentiment upon a matter modern conditions that cannot be accomplished without money. Mr. Bok had the money and the vision to put it to a splendid use. What else can the senators find out?

"FULL PUBLICITY"

[From the New York Herald]

The peace plan which won the Bok prize contains the following uplifting declaration:

"The only kind of compulsion which nations can freely engage to apply to each other in the name of peace is that which arises from conference, from moral judgment, from full publicity, and from the power of public opinion."

This sounded fine. In its demand for "full publicity" it echoed one of the Fourteen Points of the greatest exponent of the League of Nations, Woodrow Wilson: "Open diplomacy openly arrived at."

When a United States Senator asked Edward W. Bok how much money he put in the trust fund that was created to defray the expenses of the peace prize competition, Mr. Bok replied: "I prefer not to discuss that."

Why not full publicity?

THE DONKEY ON BROADWAY

[From the St. Louis Post-Dispatch]

Having failed to obtain the Democratic National Convention, there is no city to which St. Louis would rather see the convention go than New York. New York is entitled to the convention. It has been ignored by the Democrats for fifty-six years, although within that time it has been the hope and occasionally the mainstay of Democracy.

New York has supplied great Democratic leaders. It was the home of Cleveland, one of the greatest of our Presidents; the home of Tilden, one of the greatest Democratic leaders, who, although elected, was deprived of the fruits of victory. It is now the centre of the fight to preserve and maintain the fundamental principles of a Republican government embodied in the Constitution and for which in the past the Democratic party has stood.

There are those who fear the influence of New York on the counsels of the party. If it shall influence the Democratic party to revive its devotion to the principles of free constitutional government, it will have accomplished a great stroke for the party and for the people. If the convention cannot withstand other demoralizing influences it is unworthy of the confidence of the American people.

The Democratic party has been accused of being the resort of the yap and the champion of yappiness. Doubtless a visit to the big metropolis will do it good. It may brush it up and give it a little grooming. New York will at least juke up the party's deficit, and slake its thirst.

We indulge the hope, however, that the acceptance of the offer of the city with the biggest check will not be a precedent for the future. We hope that the glitter of gold will not hereafter put the convention on the auction block.

Nevertheless, the donkey on Broadway may be good for both Broadway and the donkey.

MR. DENBY ANNEXES THE NORTH POLE

[From the New York World]

Secretary Denby announces that the real purpose of the Shenandoah's flight to the North Pole is to annex to the United States a lot of land in that forbidding quarter of the globe. "This area is certain," he says, "to be of high strategic value if we look forward to warfare and commerce in the future."

All these years we have gone along in the comforting belief that with the Panama Canal, with Hawaii and little Guam and the Philippine Archipelago, and with Porto Rico and the Virgin Islands and whatever territory the marines might occupy, we were in a fairly secure position. But we were mistaken. We need the North Pole to strengthen our defenses.

After the Shenandoah expedition has annexed the North Pole and adjacent icefields we shall have to annex other icefields and cover them with long-range guns to protect the North Pole. Then we shall need whole chains of icebergs as keys and bases for our flying fleets. And to protect the keys and bases established at fixed intervals we shall need no end of ice cruisers and destroyers.

We have advanced into the tropics and barely finished conquering yellow fever and the deadly mosquito. And now we must annex the North Pole and learn to fight scurvy and the household pests of the country. It looks almost as though the job would never be done.

FACING ANOTHER FAMINE

[From the New Haven Journal-Courier]

In order that the human mind may not be strained by dwelling too long on the price of anthracite the ice group begs to remark that supply is running low and nature refuses to make more. An ice famine in January is the only prodigy this generation has not seen.

WHY UNPLEDGED?

[From the Concord Monitor]

Among the Republicans of New Hampshire much interest has been manifested in the coming Republican National Convention, and some very well known men and women have indicated their desire to attend Cleveland convention. This is pleasing to the rank and file of the party in the State, who are, however, somewhat puzzled by the fact that a majority of those desiring to be delegates to the convention appear to wish to go there unpledged to any candidate for President.

Everything leads us to believe that the Republican party in New Hampshire is practically unanimous for Calvin Coolidge as its presidential candidate in November. But it seems to us that a contrary impression is likely to be given to the country if, at our presidential primary in March, the first to be held in any State, a delegation is elected to the Cleveland convention which is not pledged to the President.

We think we voice the desires of very many Republicans in New Hampshire in asking the distinguished men and women who have filed their unpledged candidacies to tell the public why they are not willing to promise their unequivocal and unfaltering support to Calvin Coolidge at Cleveland.

THEY HAVE GOT "BETTER"

[From the Springfield Union]

What has become of all those old-fashioned people who used to rhapsodize over Dr. Coue way back in the year 1923?

GUESSING AT A REASON

[From the Baltimore Sun]

One guess is allowed each voter as to why George B. Christian, Jr., is to be appointed a member of the Federal Trade Commission. From the nature of the commission it might be supposed that President Coolidge's appointee would possess exceptional ability as a lawyer or economist, for the duties of the commission involve those two professions. Or, perhaps more desirably, he might be a business man of known attainments and wide experience who would give the trained staff of the commission the benefit of his practical knowledge. But Mr. Christian is not one of these men. His talents lie in other fields. He has preferred to devote his attention to the problems of practical politics—in which field, it must be admitted, he has acquired some experience. But why President Coolidge should pick him out for a position which requires real ability is impossible to guess, except upon the supposition that the experience which he has is worth something to the Administration. And the nation's guess is, therefore, to the effect that Christian gets the job because he is influential in politics.

CROWN PRINCE OR PRETENDER?

[From the Brooklyn Eagle]

Is McAdoo a "favorite son" or a favorite son-in-law? Some questions may as well be answered before any convention is called to order.

A RADIO MENACE

[From the St. Louis Globe-Democrat]

Alarming possibilities of the radio are seen with every new development. Now it is reported from Dawson that radio apparatus is making its appearance in the Yukon, and the worst feature of the report is that residents at that far northern latitude are able to hear the jazz music that emanates from New York, San Francisco, and other cities. "Dance halls at Miller Creek and Keno hills," we are told, "have experimented and found that they can tune in on radio concerts for their jazz music."

This is something that might have been foreseen, but it is indeed news of dire portent. American jazz, from which there is no escape at home, and which already has made a successful invasion of certain foreign countries, is destined to be carried by the radio to the uttermost ends of the earth. What will be the consequence no one can tell. That rough and hardy crew who can find peace beneath the arctic lights from now on may spend the better part of their time dancing to the staccato of metropolitan jazz orchestras hundreds or thousands of miles away. Nor will this be confined to the dance halls at Miller Creek and Keno Mills. The tropics will also tune in on us. Jazz will be the music of the spheres. It will be heard where they have bananas and where they have none, as at Dawson.

A THRILL OF THE PAST

[From the Houston Post]

The president of Vassar declares that smoking among college women is increasing. It amazes us when we behold the smart girls of this time and think of how we used to thrill in the presence of the feminine, modest, circumspect, completely dressed old-fashioned girls to whom our poems were indited.

IN HAPPY KENTUCKY

[From the Louisville Courier-Journal]

Nearly every Kentucky farmer raises enough hogs to provide his family with smoked meat all winter, besides the delicacies of hog-killing time, and practically every farmer's wife has fresh eggs all spring, summer and fall. If she be thrifty, she will have some "set down" for winter when there is little laying. The "egg money" is hers, and the income from the sale of the pigs not raised for home use brings the farmer a little extra.

Moss and more Kentucky farmers are going in for sheep raising, especially in the central part of Kentucky. Sheep are the greatest of mortgage-lifters. Many a farmer has paid off his debt on acreage bought for tobacco raising by putting a flock of sheep on the ridge land and taking time enough to give them proper attention.

Gradually the farmer who ten years ago raised nothing but tobacco, the big "money crop," has learned what diversification means. He is growing something more than the "jag of corn" to feed the mules he uses for plowing and hauling his leaf to market. Pendleton, though still a big tobacco-raising county, is known as a land flowing with milk and honey because of the thousands of acres of sweet clover grown.

THE DEMOCRATS' TROUBLE

[From the Houston Post]

Our Democrats who "view with alarm" are not viewing at all. They have their eyes shut and their mouths open.

CRANBERRY SAUCE

served cold is delicious with Roast Pork, Lamb or Beef

EATMOR CRANBERRIES

(**R)

Our Canadian Neighbors

By W. A. MacDonald

OF course you don't hear any more talk of annexation of Canada. The best answer to that was the speech of the Canadian at a dinner who said it was more likely that Canada would annex the United States. They seem to have a more unified national spirit than we have, at any rate. No American can step into Montreal without knowing that he is in another country. They are kindly critical of us there, both those of French and those of English derivation. They point to our faults of government and our need of leaders. Look at the Montreal newspapers. Morning or evening you will read little or no American news on their front pages. They have enough of their own and of British origin. Yet they know what we are doing. Their newspapers are solid and informative. And they read the Saturday Evening Post.

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They live a different life at a different pace. They are hospitable and they have more time than we. They take longer over dinner and they have no eighteenth amendment in Quebec. The provincial government is the source of all the liquor supply, which is dispensed to individuals and hotels and cafes through its commission. The innkeepers are trying to have the successful control law modified so that they can sell outside of a designated room, but it is questionable whether they will succeed. The liquor control nets the province three millions of dollars a year now, which balances the provincial books a million to the good side instead of in the hole. Yet I have just been about the streets of Montreal for three days and seen not a single drunk.

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They are having their January sales just as we are. Some prices are higher, some lower than ours. At their theatres the things that occupy their attention are not the ones that we are talking about. Bramsby Williams, for example, is now in Montreal. He is playing in the dramas in which, by royal command, he played before King Edward. On the bill of another theatre is an English music hall artist whose name means nothing to the American visitor. Only in the moving picture advertisements does the standardizing hand of the syndicate appear. There we see our Richard Barthelmess and Norma Talmadge and the rest.

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Among the French Canadians is still some rankling from the division of population over conscription during the war. Here is the way one man explained it. The French Canadians offered their full assistance at the beginning, he said, but the English leaders feared the political gain that might accrue to the French if it was fully accepted. The Government side, therefore, propagandized, but their fabrications had no foundation in French disloyalty. The French Canadians of Quebec are slow-moving, the kind of men who have service stripes on their arms when they work for street car companies and are solidly founded when they are in other lines of business. They were loyal and they are loyal now. They only desire now to be unmolested. The rift still exists, but will not be widened while the French Canadians are let alone.

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In the office of that "rebel" paper, Le Devoir, a man past his middle-age approaches an editor with a proof sheet in his hand. He is a man of distinguished appearance. He wears a short, pointed beard and speaks in French in a humorous, almost chuckling voice. He is Henri Bourassa, the "Firebrand" who, like Frenchmen in France, combines politics with ownership of a newspaper. In politics he is, he says, twenty-eight, and often called by the harshest names he has had a spectacular career. He likes to be in opposition; fell out with Sir Wilfrid Laurier for that reason, some remind you. Some will say, also, that his power is past. He is in opposition now; opposes the French of Canada in their sympathy with France as against Germany. But he and the "firebrands" of his newspaper office do not look like rebels.

Another kind of Frenchman is Senator Dandurand. He was long associated with Laurier; now is right hand to Mackenzie King. He lets himself into his home on Sherbrooke street with a doorkey and turns into his somewhat ornate drawing room to find out what his unexpected visitor wants. He is short and thick of body; he has white whiskers. His eyes are, according to memory, brown, and, certainly, impenetrable. He speaks English with great deliberation and great care. He is asked two questions and he replies to each briefly and with much reserve. Excusing himself he informs his visitor at the door that it is not his custom to be quoted except from his own dictation. Yet he softens his suspicion of the press with a gleam of humor. An interviewer once talked with Lord Curzon about Anatole France, he says. "Sir Wilfrid said of little, the interviewer said much. But in print the interview on the basis of a single acquiescence of Sir Wilfrid, credited the premier with all of the interviewer's own opinions about Anatole France. "Will you perhaps trouble to keep in mind the two questions and at your convenience dictate your answers and mail them to me?" asked Senator Dandurand's visitor. He courteously said that he would.

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It isn't often that a stranger enjoys the full hospitality of a family that he had never heard of a day before. Chance brought it about. In answer to an unexpected invitation the visitor stepped into the low sleigh, on the fur robes of which the evening snow was piling thickly. The whole night was white. The long iron railing of the grey nunnery to which homeless children are brought was almost obscured. The trees were heavy tracings of ermine in the dark. The house, in a good residential street, was commodious. There were a mother, her three daughters and four young men. The visitor was introduced, partly by himself. One of the young men was an Englishman, not long over. Another was a Canadian with an Irish name who derived from Michigan. All were quiet mannered, courteous and interesting. Of the three daughters one was a little older than the others, who were, respectively, nineteen and twenty. She was quick-minded and jolly. Of the youngsters both were animated and it was hard to tell which was the prettier. The table was pushed aside and the graphophone turned on for dancing. The young men danced with the girls and danced with their mother. Later a musician from one of the theatres arrived with his wife and made better dance music with the piano. The young Englishman wanted to know who would be the next President of the United States. He thought that presidential power exercised through patronage sounded something like blackmail. "Shouldn't the United States join the World Court?" he asked. "Can it keep aloof?" He was a bit surprised that Presidents did not resign on votes of lack of confidence. A charmingly mannered chap. The Canadian from Michigan thought America should go into the World Court, too. The musician had been in Boston, "Just to say he had been there." He had lived in Lewiston, Maine, and seemed to have a liking for the place (just as the night manager of an hotel kept remarking one night in Montreal that he had always "had a warm spot" in his heart for Westfield, Mass.). One of the daughters of the house had been in Boston, too, last October. She had also visited Concord, to which name she gave full value on both syllables. The value of the evening was in its social pleasure, the freedom and the good time that the girls and the young men had under the shrewd and friendly eye of the mother and the perfect ease of hospitality to an utter stranger. "Mother is a good sport," said one of the girls. But mother was mother, too, and always in command of the situation.

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An occasional trip to Canada is good for any American. If he goes open-minded there is value to be received from contact with the people of a nation as distinct as our own. Whether he visits Chateau Ramezay with a French Canadian who knows more about history than himself, or takes a little Scotch and soda at the Press Club with a Canadian of Irish name who can put his finger instantly on the two pertinent questions of the moment in Canadian and Imperial politics, or merely walks the streets to look at the city grown great upon the foundation of the incredible labors of the pioneers, he must come away with a new respect and a new liking for his neighbors above the border.

GEDDES SAYS GOODBYE

Ambassador Presents Papers of Recall to President

Washington, Jan. 23—Sir Auckland Geddes, the retiring British ambassador, presented his letters of recall today to President Coolidge. He will sail from New York Saturday.

Sir Robert Horne, former chancellor of the British Exchequer also called on Mr. Coolidge today to pay his respects.

BASQUES FIGHT BILLBOARDS

Demand Legislation by French Senate, Citing Massachusetts Laws

Paris, Jan. 23—Those senators who represent the Basque country and the Norman coast resorts have introduced in the Senate a bill to regulate billboards in the beauty spots of France. As an example of what such legislation can accomplish, they offer the laws of Massachusetts and Pennsylvania dealing with advertising on streets and highways.

ATTACKS OIL POLLUTION

Bathers and Fishermen Suffer on Massachusetts Coast, Says Congressman Andrew

Special to the Transcript:

Washington, Jan. 28—Protest against unrestricted dumping of oil in Massachusetts waters was made by Congressman A. Piatt Andrew of Massachusetts today when he appeared before the House Committee on Rivers and Harbors in support of the bill recently passed by the Senate requiring the Secretary of War to regulate and control the use of oil by vessels in the coastal trade. Colonel Andrew declared that oil refuge was destroying marine life off the Massachusetts coast and driving bathers from Swampscott to Rockport.

"The oil refuse has caused great inconvenience to thousands of bathers who frequent Massachusetts beaches in the summer months," said Congressman Andrew. "In certain of the more protected harbors it has made the beaches filthy by covering them with a deposit of about one-half inch of oil, which with the ebb and flow of the tide covers their shores like a film from head to foot. I am concerned not only with the summer bathers, but more so with the plight of the fishermen and lobstermen of our coast who find their means of livelihood seriously impaired by the destruction of marine life through this oil. This, in turn, has its effect upon our food supply. Much of the pollution is indefensible and should be stopped by Congress as soon as possible.

GEORGE WASHINGTON ALSO

With the Leviathan and Majestic, Boston Will Have an Opportunity to See Three of the Largest Liners

The steamer George Washington will arrive in Boston on Feb. 5, and will be drydocked at South Boston. The Washington is one of the three big vessels that are to parade in Milwaukee, and yet that scant time, of octogenarians is still symbolic of the best achievements in human history. [New York Herald

Demand BAYER ASPIRIN

Imitations may be dangerous

BAYER

SAY "BAYER" when you buy—Genuine

Unless you see the "Bayer Cross" on tablets you are not getting the genuine Bayer Aspirin proved safe by millions and prescribed by physicians 23 years for

Colds Headache Neuralgia Lumbago
Pain Toothache Neuritis Rheumatism

Genuine—Accept only "Bayer" package which contains proven directions.
Handy "Bayer" boxes of 12 tablets
Also bottles of 24 and 100—Druggists.

Aspirin is the trade mark of Bayer Manufacture of Monoaceticacidester of Salicylicacid

Divers Good Causes

Reading Matter for the Marine Hospital

To the Editor of the Transcript:

Books are very much needed at the Marine Hospital in Chelsea. Many of the men there, all of whom are ex-service men, are bed patients and reading helps to pass the dreary monotony of waiting—waiting either for the end or discharge. There have been no new books received at the hospital since 1921, and some of those that are there have been read so much that they are literally falling apart. If some kind reader has books that she would be willing to give to the boys in the hospital, I would call for the books and see that they reach their destination.

MRS. JAMES CUNNINGHAM GRAY
421 Marlboro street, Boston. Telephone Kenmore 0702.

A Call for Used Pianos

To the Editor of the Transcript:

The Elizabeth Peabody House in great need of several used, even much used, pianos.

The music department has been carefully organized and to enable the many children to continue their instruction it is necessary to have more instruments. The enthusiastic pupils are children of poor parents who cannot afford pianos in their homes, so that all practicing must be done at the House.

The need is urgent and I shall be most happy to explain conditions more fully to anyone desiring to help us.

MRS. L. FROTHINGHAM
476 Beacon street; phone Back Bay 3824.

A Small Stove For a Struggling Family

To the Editor of the Transcript:

Do any of the readers of the Divers Good Causes know anyone who will give me a small stove for a very worth-while struggling young family? A widow with three small children is moving to more healthful, less crowded quarters. There has been a great deal of illness, and even now her three-year-old son wears a heavy plaster cast. As she is moving to her new home the first of February, I should appreciate it very much if I could find a stove before that time. (Miss) AMY FOLSOM
12 Marlboro St.

A Typewriter For Practice Work

To the Editor of the Transcript:

An ambitious young girl under the care of the Boston Society for the Care of Girls, which organization I am a member of the Children's Aid Association, is taking a special business course. The society is anxious to obtain a typewriter which she can use at home for practice work. Is there some interested friend to girls who will lend or give a Royal, Underwood, or Remington typewriter? It lent, the period desired is one year. Telephone Haymarket 8570, or address Boston Society for the Care of Girls, 24 Mt. Vernon street.

A Wrestling Mat for the Boys' Club

To the Editor of the Transcript:

The Avon Home is in great need of a wrestling mat for the use of the Boys' Club, and also a pool table. The club meets at the Avon Home Clubrooms at 1000 Massachusetts avenue, Cambridge, under the direction of young men from Harvard, but they are badly handicapped by a lack of proper equipment. We hope someone reading this may have one or both of these articles that they wish to dispose of, and if so we should be very grateful to have them communicate with the Avon Home, 1000 Massachusetts avenue, Cambridge.

A Worthy Case

To the Editor of the Transcript:

May I through the columns of your paper thank the kind friends who have given so freely to the widow and her three small boys. The money she received through the appeal in the Transcript has provided clothes for them for this winter and relieved her mind of a big load.

Previously acknowledged	$76.00
Mr. Cutts	5.00
Total	$81.00

C. E. JONES
30 Mt. Pleasant avenue, Roxbury.

—Gettysburg is sixty years away and the Grand Army of the Republic could muster less than a thousand men for its parade in Milwaukee, and yet that scant line of octogenarians is still symbolic of the best achievements in human history. [New York Herald

A Tonic of Approved Merit

Wine Elixir Tonic Gentin

stimulates the appetite, improves the digestion, increases the assimilation of food, stabilizes the circulation, restores strength and vitality.

Dr. Bres of Lyon, France, writes:—"I recommend Wine Elixir Tonic Gentin wherever and whenever a weakened or debilitated condition is evident and the highest possible efficiency is obtained. GENTIN, having a definite therapeutic value, can be prescribed with confidence."

At Druggists, $2.00 a bottle

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HIS HONOUR THE LIEUT.-GOVERNOR OF ALBERTA
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HIS HONOUR THE LIEUT.-GOVERNOR OF NOVA SCOTIA

HIS HONOUR THE LIEUT.-GOVERNOR OF PRINCE EDWARD ISLAND
SIR LOMER GOUIN, MINISTER OF JUSTICE
HON. J. A. ROBB, MINISTER OF TRADE AND COMMERCE
HON. ERNEST LAPOINTE, MINISTER OF MARINE AND FISHERIES
HON. CHAS. STEWART, MINISTER OF IMMIGRATION AND COLONIZATION
HON. G. P. GRAHAM, ACTING MINISTER OF RAILWAYS
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HON. HEWITT BOSTOCK, SPEAKER OF THE SENATE

HON. RODOLPHE LEMIEUX, SPEAKER OF THE HOUSE OF COMMONS
MR. E. W. BEATTY, PRESIDENT, CANADIAN PACIFIC RAILWAY
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MR. NORMAN SMITH, PRESIDENT CANADIAN PRESS ASSOCIATION
MISS CARMICHAEL, PRESIDENT CAN. NAT. COUNCIL OF WOMEN
THE PRESIDENTS OF THE BOARDS OF TRADE, CHAMBERS OF COMMERCE, ETC., OF THE LEADING CANADIAN CITIES

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MR. J. D. CHESNEY, DIRECTOR OF EXHIBITS AND SALES

50, Notre Dame St. West,
Montreal, January 29, 1928.

17/

The Rt. Honorable Arthur Meighen, M.P.
Chief of the Opposition,
OTTAWA.

My dear Mr. Meighen:

The limited funds allotted to the organization of the Canadian train to France did not allow of a reporting service for the Canadian press as contemplated in the original plans . Hence the rare reference in the Canadian newspapers to the success of this venture.

In view of this, the articlepublished recently by the Boston Evening Transcript acquires greater value. This is the opinion of a disinterested foreign newspaper of undoubted authority. In the interest of our export trade to France, may I ask you to peruse the enclosed article.

With kind regards, believe me

Very sincerely yours,

CPB/AG

C. P. Beaubien

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

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051206

Ottawa, February 12th, 1934.

Dear Senator Beaubien:

Although your letter of January 31st reached me in due course, the medal issued by the French Government in acknowledgement of the services rendered to the French train which toured Canada in 1931, did not arrive until a day or two ago. Thank you very much indeed for sending me this interesting souvenir.

Yours very truly,

Hourable C. C. Beaubien,
50 Notre dame St. West,
Montreal, Que.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

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051207

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HONORARY PRESIDENT
His Excellency Lord Byng of Vimy,
G.C.B., G.C.M.G., M.V.O.,
Governor General of Canada

HONORARY VICE-PRESIDENT
The Right Honourable
W. L. Mackenzie King,
Prime Minister of Canada

Canadian Exhibition Train

Main Post Office—Room 308-3
Montreal

PATRONS

His Honour the Lieut.-Governor of British Columbia
His Honour the Lieut.-Governor of Alberta
His Honour the Lieut.-Governor of Saskatchewan
His Honour the Lieut.-Governor of Manitoba
His Honour the Lieut.-Governor of Ontario
His Honour the Lieut.-Governor of Quebec
His Honour the Lieut.-Governor of New Brunswick
His Honour the Lieut.-Governor of Nova Scotia

His Honour the Lieut.-Governor of Prince Edward Island
Sir Lomer Gouin, Minister of Justice
Hon. J. A. Robb, Minister of Trade and Commerce
Hon. Ernest Lapointe, Minister of Marine and Fisheries
Hon. Chas. Stewart, Minister of Immigration and Colonization
Hon. G. P. Graham, Acting Minister of Railways
Hon. R. Dandurand, Minister of State
Hon. Hewitt Bostock, Speaker of the Senate

Hon. Rodolphe Lemieux, Speaker of the House of Commons
Mr. E. W. Beatty, President, Canadian Pacific Railway
Sir Henry Thornton, President Canadian National Railways
Mr. Norman Smith, President Canadian Press Association
Miss Carmichael, President Can. Nat. Council of Women
The Presidents of the Boards of Trade, Chambers of Commerce, Etc., of the Leading Canadian Cities

EXECUTIVE COMMITTEE

Hon. C. P. Beaubien, Senator, Chairman
Mr. F. Rinfret, M.P., Vice-Chairman
Mr. F. C. T. O'Hara, Dep. Min. of Trade and Commerce
Mr. J. E. Walsh, Gen. Manager, Can. Manufacturers' Assn.
Col. J. S. Dennis, C.M.G., of the Canadian Pacific Rly.

Mr. A. W. Tolmie, Exhibition Comm'r, Dept. of Immigration and Colonization
Mr. H. R. Charlton, of the Canadian National Railways
Mr. Henry Laureys, Director of Economics and Hon. Sec.
Mr. J. D. Chesney, Director of Exhibits and Sales

50, Notre Dame St. West,
Montreal, January 31, 1923

The Rt. Honorable Arthur Meighen, M.P.
Chief of the Opposition,
OTTAWA.

My dear Mr. Meighen:

By concurrent mail, I am forwarding to you a medal issued by the French government in acknowledgment of the services rendered to the French train which toured Canada in 1921.

Will you therefore herewith find the sincere expression of the gratitude of the French government for your generous collaboration in making the above venture a success. I desire to join therewith my personal thanks for the help you have given me personally in this respect.

With kind regards, believe me

Very sincerely yours,

C. P. Beaubien

CPB/AG

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 89)

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051208

Ottawa, March 13, 1924.

Honourable C.P. Beaubien,
50 Notre Dame St. West,
Montreal.

Dear Senator Beaubien:

Yours of the 11th reached me in due course, and I am to-day following your suggestion and writing to Senator Amic.

Yours very truly,

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051209

HONORARY PRESIDENT
HIS EXCELLENCY LORD BYNG OF VIMY,
G.C.B., G.C.M.G., M.V.O.,
GOVERNOR GENERAL OF CANADA

HONORARY VICE-PRESIDENT
THE RIGHT HONOURABLE
W. L. MACKENZIE KING,
PRIME MINISTER OF CANADA

Canadian Exhibition Train

Main Post Office—Room 308-3
Montreal

PATRONS

HIS HONOUR THE LIEUT.-GOVERNOR OF BRITISH COLUMBIA
HIS HONOUR THE LIEUT.-GOVERNOR OF ALBERTA
HIS HONOUR THE LIEUT.-GOVERNOR OF SASKATCHEWAN
HIS HONOUR THE LIEUT.-GOVERNOR OF MANITOBA
HIS HONOUR THE LIEUT.-GOVERNOR OF ONTARIO
HIS HONOUR THE LIEUT.-GOVERNOR OF QUEBEC
HIS HONOUR THE LIEUT.-GOVERNOR OF NEW BRUNSWICK
HIS HONOUR THE LIEUT.-GOVERNOR OF NOVA SCOTIA

HIS HONOUR THE LIEUT.-GOVERNOR OF PRINCE EDWARD ISLAND
SIR LOMER GOUIN, MINISTER OF JUSTICE
HON. J. A. ROBB, MINISTER OF TRADE AND COMMERCE
HON. ERNEST LAPOINTE, MINISTER OF MARINE AND FISHERIES
HON. CHAS. STEWART, MINISTER OF IMMIGRATION AND COLONIZATION
HON. G. P. GRAHAM, ACTING MINISTER OF RAILWAYS
HON. R. DANDURAND, MINISTER OF STATE
HON. HEWITT BOSTOCK, SPEAKER OF THE SENATE

HON. RODOLPHE LEMIEUX, SPEAKER OF THE HOUSE OF COMMONS
MR. E. W. BEATTY, PRESIDENT, CANADIAN PACIFIC RAILWAY
SIR HENRY THORNTON, PRESIDENT CANADIAN NATIONAL RAILWAYS
MR. NORMAN SMITH, PRESIDENT CANADIAN PRESS ASSOCIATION
MISS CARMICHAEL, PRESIDENT CAN. NAT. COUNCIL OF WOMEN
THE PRESIDENTS OF THE BOARDS OF TRADE, CHAMBERS OF COMMERCE, ETC., OF THE LEADING CANADIAN CITIES

EXECUTIVE COMMITTEE

HON. C. P. BEAUBIEN, SENATOR, CHAIRMAN
MR. F. RINFRET, M.P., VICE-CHAIRMAN
MR. F. C. T. O'HARA, DEP. MIN. OF TRADE AND COMMERCE
MR. J. E. WALSH, GEN. MANAGER, CAN. MANUFACTURERS' ASSN.
COL. J. S. DENNIS, C.M.G., OF THE CANADIAN PACIFIC RLY.
MR. A. W. TOLMIE, EXHIBITION COMM'R, DEPT. OF IMMIGRATION AND COLONIZATION
MR. H. R. CHARLTON, OF THE CANADIAN NATIONAL RAILWAYS
MR. HENRY LAUREYS, DIRECTOR OF ECONOMICS AND HON. SEC.
MR. J. D. CHESNEY, DIRECTOR OF EXHIBITS AND SALES

50, Notre Dame St. West,
Montreal, March 11, 1924.

The Rt. Honorable Arthur Meighen,
Chief of the Opposition,
The Parliament,
Ottawa.

My dear Mr. Meighen:-

Can I ask you to kindly send a word of thanks regarding the medal which has been offered to you by the French Government, to Mr. le Sénateur Amic, President of le Comité Français desExpositions, 42 rue du Louvre,Paris. As you are no doubt aware, le Comité Français des Expositions is an official organization acknowledged by the French Government and entrusted by it with its participation to all important international exhibitions.

With kind regards, believe me

Very sincerely yours,

C. P. Beaubien

CPB/AG

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CANADA

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Com Exhibition Train

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Ottawa, March 18, 1924.

M. le Sénateur Amic,
Président, Comité Français des
Expositions,
42 rue du Louvre,
Paris, France.

Cher M. le Sénateur:

M. le sénateur Beaubien de Montréal, qui a voyagé en France avec le train de l'Exposition Canadien, a eu la bonté de m'envoyer avec vos compliments la medaille frappée pour commémorer le tour du train en France. Je vous écrivs pour vous exprimer mes rémerciements pour votre courtoisie à mon égard, et pour vous dire que la medaille sera toujours conservée comme un très intéressant souvenir.

Veuillez accepter, M. le sénateur, les assurances de mon appréciation et haute considération,

Votre tout dévoué,

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051211

TRANSLATE

Dear Mr. Senator:

Senator Beaubien of Montreal, who traveeled through France with the Canadian Exhibition train has kindly forwarded to me with your compliments a medal struck off to commemorate the tour of the Canadian train through France. I am merely writing to express my thanks for your courtesy in this regard, and to say that the medal will always be preserved by me as a most interesting souvenir.

Accept, Mr. Senator the assurances of my great appreciation and regard.

Yours very truly,

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CANADA

051212

Mon cher sénateur:

M. le sénateur Beaubien de Montréal, qui à voyagé en France avec le train de l'Exposition Canadien, a eu la bonte de m'envoyer avec vos compliments la medaille frappée pour commémorer le tour du train en France. Je vous écris pour vous exprimer mes rémerciements pour votre courtoisie à mon égard, et pour vous dire que la medaille sera toujours conservée comme un très intéressant souvenir.

Veuillez accepter, M. le ~~xxx~~ sénateur, les assurances de mon appréciation et haute considération.

Votre tout dévoué,

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051213

12

Ottawa, July 18, 1924.

Honourable G.P. Beaubien,
The Senate,
Ottawa.

Dear Senator Beaubien:

Many thanks for sending me copy of your speech on the Canadian Exhibition Train in France and Belgium, which has just come to hand.

Yours very truly.

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CANADA

The Debates of the Senate

OFFICIAL REPORT

SPEECH

OF

The HON. C. P. BEAUBIEN

SENATOR

ON

THE CANADIAN EXHIBITION TRAIN IN FRANCE AND BELGIUM

Delivered in the Senate of Canada, on Tuesday, July 8, 1924

Hon. C. P. BEAUBIEN rose in accordance with the following notice:

That he will call the attention of the Senate to the progress of the Canadian Exhibition Train through France and Belgium in 1923, and the results thereby accomplished, and will inquire whether the Canadian Government intend using the same method of propaganda in other countries?

He said: Honourable gentlemen, may I crave the attention of the House for a brief exposé of what has been accomplished by the Canadian Exhibition Train which toured France and Belgium last year?

In an article published on the 18th of January, 1924, the Financial Post of Montreal says:

It is pitiful that Canadians heard so little of their train and the wonderful success it met with. The lines of communication back to Canada were very inadequate. Nevertheless, the big object of the train was to sell Canada's goods to France, and it accomplished that; the less important work of keeping Canadians informed on the doings of the train does not matter.

My purpose in addressing this honourable House aims not only at satisfying very legitimate retrospective interest, but at bringing forth valuable evidence of what can be accomplished in the future by the new process of exhibition trains. That some form of display to the world of a country's assets, to stimulate its progress in trade or otherwise, was found useful in the past, is proven by the amount spent by all great nations in their international exhibitions. This propaganda was carried out by the creation of colossal displays, the object being to forge a huge magnet which, through the shaping of metal, and its animation by electrical current, would create a far reaching and powerful drawing energy. So the nations set to turn fabulous sums of gold in all sorts of attractive forms which they animated by a spark of their particular genius. The method called for an enormous expenditure of effort and money. It did not always draw the huge attendance required to cover the cost, and this attendance was always made up of the same minority of the leisure class.

A new formula has now been brought to the fore. The exhibition has been compressed as well in size as in costs. It has been set on wheels, and sent speeding along the highways to every city and almost to every village of two large European nations. May I ask you for a few moments to follow the progress of the first itinerant Canadian display, as it noiselessly rolls its supple line of motors on the sunny highways of France and Belgium, winds its way to the hearts of cities, runs along the outer edge of large public squares, encircles them and with the lifting of side shutters, instantly

KNIGHEN PAPERS, Series 2 (M.G. 26, I, Volume 29)

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turns into an imposing succession of show-windows, well set up and brilliantly illuminated. May I request you also to take a bird's-eye view of the French and Belgian press in its references to the Canadian Exhibition Train and a rapid close-up inspection of condensed statistics as to the results thereby accomplished. You may then pretty accurately draw your conclusions as to the value of this new formula to sell Canada's goods and products abroad, and to import bone and sinew to build up this country.

It must be remembered that the Canadian Exhibition Train constituted the second part of an agreement entered into between France and Canada in 1916, looking towards an increase of trade between the two countries. Mr. Clementel, then Minister of Commerce, now Minister of Finance, was generously offering Canada in the name of France a full reciprocal exchange of facilities, as the basis of this amicable agreement. In the tender days of its youth this understanding was confided to the right honourable junior member for Ottawa (Right Hon. Sir George E. Foster), the Minister of Trade and Commerce. I might almost say that in its swaddling clothes it was laid in the tender lap of a Foster mother. The right honourable gentleman received the newcomer with a sympathy not altogether free from anxiety. Promising as it was, how would it turn out when fully developed? Time would tell,—and the Minister gave time full leisure to speak knowingly. Indeed, the first part of this bilateral agreement was only carried out in 1921, by the journey through Canada of the French Exhibition Train.

If the honourable the junior member for Ottawa entertained at first some doubts—if not as to the merits of the project, at least as to the most propitious time to carry it out—it must be said that these doubts had altogether vanished from his mind in September, 1921, when he addressed to the Canadian boards of trade, chambers of commerce, etc. a most convincing circular, from which I desire to read a brief extract. This official letter from the Minister of Trade and Commerce first announces and strongly commends the French train—then in the initial stages of its progress through the Dominion—but it also deals with the reciprocal advantages offered to Canada by the proposed Canadian train.

As a compliment to the French train exhibit, it is expected by the French Government, and greatly desired by the Department of Trade and Commerce that a similar train containing Canadian exhibits will next year make a tour through France for the purpose of presenting to the French buyers, in an attractive, picturesque and practical way, the resources of the Dominion.

There appears no better method to instil a greater knowledge and more intimate appreciation by the French and Canadian peoples of their respective capacities for an exchange of commodities to mutual advantage.

The privileges granted by the French Government are an exact replica of those which Canada has granted to the French Exhibition Train, but it must not be overlooked that in such an exchange of facilities, Canada will be the more largely benefited.

Canada will have a unique opportunity to advertise its resources to a market of 38,000,000 people, whereas in return, France will appeal to a market of less than 9,000,000 people. In addition, Canada will have the advantage of having an exhibit for an extended time in one of the most beautiful buildings in the world, where it would be viewed not only by the large population in Paris (2,850,000), but by the great travelling public, tourists, and buyers which congregate in the French capital from all over the world.

The Department therefore bespeaks from the Canadian public their interest and co-operation in undertaking a reciprocal exhibition which is unique of its kind, and one which can only be of great commercial and financial benefit to the Dominion.

In view of the results obtained the honourable gentleman is to be congratulated on his clear vision and business acumen.

But as the understanding called for a fair exchange of facilities between the two countries, briefly, it is necessary to note what France received from Canada in1921, in order that we may the better appreciate what Canada in turn received from France.

In 1921, the Canadian Pacific Railway Company and the Grand Trunk Company placed at the disposal of France, for an itinerant exposition, a palatial train composed of 8 exhibition cars, 2 sleepers, I dining car, 1 dynamo and baggage car. This train, fully equipped with its contingent of goods and exhibitors, was gratuitously hauled from the Atlantic to the Pacific and back, for a distance of over 8,000 miles, with stoppages in some 65 cities and towns, during the months of September and October.

At the inauguration of the French Train France was represented by Marshal Fayolle, and Canada by the Right Hon. Mr. Meighen, who, in the name of his Government, welcomed the French Mission in a speech widely reported and very favourably commented upon in the French press. At every stop the train was thrown open to an ever numerous and interested public. Then, in every city a theatre was also furnished without charge to France for moving picture displays. At the completion of the tour, the magnificent museum hall of the High Commercial School of Montreal was emptied of its thousands of specimens, refreshed and freely placed at the disposal of France for a fixed exhibition which was brilliantly inaugurated by Marshal Foch, and which lasted for several weeks. The French Mission accompanying the train

was received throughout the country with the greatest kindness and lavish hospitality, as many members of this House who were good enough to join in the hearty welcome will no doubt recollect. May I refer in particular to the honourable the Leader of this side of the House (Hon. Sir James Lougheed), who extended to the French delegates the Government's greetings in this city, in words of extreme kindness which have not been forgotten across the water. These, in the main, were the facilities extended in relation to the French Exhibition Train in 1921.

It is a pleasant duty for me to deliver the first message, which was entrusted to me last summer by thousands and thousands of Frenchmen, in fact by the whole French nation. This message is one of very deep gratitude to "the Right Hon. Sir Robert Borden, the Right Hon. Arthur Meighen, the Right Hon. Sir George Foster, the Hon. Mr. Stevens, who succeeded Sir George as Minister of Trade and Commerce, to Mr. E. W. Beatty, President of the Canadian Pacific Railway Company; to Sir Henry Thornton, the head of the Canadian National Railways; to Senators and members of Parliament; to the many mayors of our cities and presidents of our Chambers of Commerce; to our Canadian, Rotary, and Lion clubs, and other organizations; and to the editors of the Canadian newspapers, who have all generously contributed in making the French Exhibition Train a wonderfully responsive instrument to stimulate trade and quicken sympathy between the two countries.

This honourable House can now fairly appreciate what advantages are to be expected for the Canadian Exhibition Train to France in 1923.

The material and personnel for our Exhibition were gathered in the first half of last year by an Executive created by the Canadian Government, and composed of Mr. Rinfret, M.P., representing the Canadian Press, Mr. O'Hara, Deputy Minister of Trade and Commerce, Mr. A. W. Tolmie, Exhibition Commissioner of Canada, Mr. Walsh, General Manager of the Canadian Manufacturers Association, Col. Dennis, of the C.P.R., Mr. Charlton of the C.N.R., and the speaker.

To this was added an Honourary Committee headed by the Governor General, the Prime Minister, the Lieutenant-Governors of the various provinces, members of the Cabinet, the Presidents of our two big railway systems, and other important personages.

The Executive Committee deserves great credit for the conscientious endeavour they have applied to their task. At the end of June last, their work on this side of the water, was completed.

The material of the exhibition comprised the goods and wares of 130 manufacturers, collected not without difficulty, and in great part through the good offices of the Canadian Manufacturers Association. Seventy-five per cent of these goods were accompanied by booklets and catalogues, carefully translated into the French language.

The exhibition was further composed of an excellent display in the form of small dioramas of our two large railway systems, of two moving picture equipments, of a suitable collection of films. and exceptionally good pamphlets for propaganda furnished by the Province of Quebec, the Canadian Pacific and the Canadian National Railways. I have laid on the Table of this House a few of these pamphlets. You will, I am sure admire, the skill and art with which they were prepared and will easily understand the success they have achieved.

The purpose of the scheme was twofold: to display and sell our goods—that was the immediate commercial end in view; and to advertise Canada as a whole—which was more in line with general propaganda.

The staff contemplated was to have been divided into two sections. The first would require a sales director, his assistants and the commercial representatives of exhibitors. An effort was first directed towards this part of the personnel, and Mr. Chesney was chosen to direct it. He was a gentleman of great experience, and performed his duties with much judgment, efficiency and success. If the idea of the train was somewhat new, the composition of its staff was quite in keeping. The organization required at least 30 commercial representatives, who it was confidentially expected, would be furnished by the exhibiting firms. As there were thirty booths, or more exactly thirty show-windows, a representative per unit was considered the minimum required, and much more was hoped for. The French Government was offering the Canadian staff gratuitous lodging and transportation through the whole of France, and this offer; it was thought, would be an irresistible inducement to our manufacturers. This hope turned out to be a bitter disappointment. Eight only could be mustered, to whom were added the two excellent representatives, readily and generously furnished by our two big railway systems. The management faced the anxious problem of completing this staff within a few days without additional financial

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assistance. As it could not hire help, the management attempted to borrow it.

Through the kind collaboration of the Minister of Trade, two precious recruits were obtained: Col. Barre, Trade Commissioner in France, and Mr. G. Parizeau, Junior Trade Commissioner in Ottawa. The former, on an important part of the circuit took charge of the staff and lectured on the resources of Canada; the latter directed the information bureau, and assumed the responsibility for part of the accounting. Both acquitted themselves of their respective duties in a highly creditable way. The Minister of Agriculture named as his special representative Mr. Bouchard, M.P. for Kamouraska and Professor of Agriculture at the College of St. Anne, Quebec. Mr. Bouchard lectured with great competency on the agricultural resources and wealth of Canada. The Minister of the Interior selected Mr. Buisson, who efficiently took charge of an excellent mineral display and also lectured on our mineral possibilities.

The honourable Speaker of the Senate, jointly with the honourable Speaker of the Commons, was good enough to grant leave of absence to Mr. Tarte of the Parliamentary Library, who took in hand the secretariat, fulfilling its arduous and exacting duties to the satisfaction of all, which, under the circumstances, was a fare feat. Three very precious accessions were due to the Government of the Province of Quebec, and in particular to the Hon. Messrs. Taschereau and Caron.

Mr. Laureys, the able principal of the High Commercial School of Montreal, who in France gave a series of remarkable lectures, assumed supervision of the staff for part of the time, and took full charge of the entire train in Belgium. Mr. Désilets, the Director of Agricultural propaganda in the Province of Quebec, and Mr. Giroux, of the Department of Mines and Forests, both lectured with marked success on their respective specialties.

But this was by no means sufficient and, as no further borrowing of help seemed possible, of necessity the management got bolder and attempted to obtain by pure gift what it could not borrow. An appeal to young men of excellent education and special training for international trade was made by the High Commercial School and our universities. The result was most gratifying. Four young university graduates volunteered to serve gratuitously. They were Messrs. Bruchesi, Belanger, Derome and Rochon. Mr. Bruchesi, in addition to his exacting duties, crowded in a few excellent lectures on the intellectual development of Canada. It is a pleasant duty for me to attest that for 6 months all these gentlemen fulfilled their functions, which were often trying—with admirable devotion, and without receiving any remuneration whatsoever from the funds allotted to the Train.

Good fortune willed it that three more precious recruits were obtainable in France who were willing to serve without any compensation. Mr. Godfroy Langlois, the able Commissioner of the Province of Quebec in Belgium, who assumed the responsibility of the English and French press, was one of them: he rendered very valuable services. A second recruit was Dr. Ami, the well-known Canadian geologist, who gave numerous lectures which were highly praised, on the mineral resources of Canada. The third one was Mr. Michel Laglenne, director of an important banking house in Paris, who generously assumed to control expenditure.

The two railway systems were wise in the selection of their officials—Mr. Clouthier of the C.P.R., and Mr. Regamey of the C.N.R. The attractiveness of their booths, and the distribution of their special literature, etc., contributed in no small measure to the general success.

An effort was made to complete this staff by the addition to it of ten students from Paris, who would also serve gratuitously. This proved unsatisfactory, as the students from the very first were dissatisfied, mainly on account of accommodation in the hotels. After a short trial, this was found impracticable, and their services were dispensed with.

Again, plans had to be modified. A bureau of information was formed and the unmanned show-windows were left in charge of the local police. This readjustment resulted in reducing expenses and increasing efficiency.

The personnel, so compressed, permitted savings which were utilized in securing two excellent newspaper representatives: Mr. Ingram, the Canadian Associated Press agent in France, and Mr. Hubert Morand, one of the editors of the well known Parisian daily, "Le Journal des Debats."

In brief, when ready to depart, the train counted 8 or 10 agents of the exhibitors, two of the railways, and about 20 other members of the staff, of which only half a dozen were paid, and most of them but a scanty indemnity.

May I ask you now to turn to France's contribution to the venture? Early in 1923, at the special request of Mr. Poincaré, Prime Minister of France, and Mr. Dior, Minister of Trade, the French Parliament and French railways had voted a sum of no less than five million francs to fittingly acknowledge and repay Canadian hospitality. At the rate of exchange, then prevailing, this represented approximately $350,000. Burdened with colossal financial obligations, such a handsome contribution showed that France, as a unit, had accepted the eloquent and moving appeal of Mr. Geo. Gérald, M.P. concluding with the message of Mr. Poincaré that nothing was too good for the valiant Canadian nation. These words found a ready response in the heart of every Frenchman and were lived up to in a manner which I can but faintly and very inadequately portray.

Before stating more specifically what facilities were extended by France to the Canadian train, a very short explanation is required. The experience of the French train in its circuit through the Dominion had demonstrated some of its weaknesses. The course followed by the Exhibition rigidly tied to the rails was found sometimes unsatisfactory, as stations are not always conveniently situated for the purposes of an exhibition. Besides, the capacity of the train to rapidly absorb a large attendance was very limited. The procuring of theatres for cinematographic displays was found difficult and the displays themselves would rather divert the attention of the public from the Exhibition. On the other hand, its educative pictures would hardly compete with the sensational films now universally in use. Prompted by this experience, Canada requested the French government to substitute a motor train in lieu of a railway train for the Canadian Exhibition. Indeed, the difficulties encountered on the Canadian lines would have been well night insurmountable on the French lines. Further, the French government was requested to furnish specially fitted motor cars for open-air cinema, instead of the chain of threatres provided by Canada. To this they readily agreed.

When the Canadian personnel arrived in France at the beginning of July, 1923, they found assembled in an immense warehouse in Havre the entire train equipment freshly turned out of Renault's great works at Billancourt, near Paris. It comprised 30 motors short, strong and supple, with special devices to hitch instantly to trailers; 30 steel trailers, each in the shape of a large show-window opening on one side by the lifting of panels hinged at the top; two additional motors and trailers fitted up for moving-picture displays; one dynamo car; two baggage cars; two autocars for the personnel and one pilot car, and one repair car. It would be difficult to imagine a more artistic and practical equipment. It was of battelship grey, with a wide blue band bearing in large letters, "Exposition Canadienne—Canadian Exposition." With it all was a military trained corps of some fifty chauffeurs, mecaniciens, etc. under the orders of Capitaine Delest, a splendid efficient French officer, who, during the war commanded 5,000 trucks. Back of Capitaine Delest was the executive entrusted by the French government with the organization of the tour of the Canadian train. Back of the executive was an honorary committee headed by the President and Prime Minister of the French Republic, the members of the Cabinet and many of the most prominent men of France. The executive committee comprised the executive heads of several Government departments, of all the French railways, etc., and was presided over and directed by Mr. John Dal Piaz, the well known and highly respected president of the French liners. Actively collaborating with the executive committee were all the different governmental departments, members of both Houses of Parliament, prefects and sub-prefects, chambers of commerce or other commercial bodies, military governors, generals, etc., municipal corporations, religious congregations, including cardinals, archbishops, bishops, universities, colleges, etc., great bodies of manufacturers, merchants, professional men and the mass of the people in France, ready and anxious to receive and honour Canada through its delegates.

No more complete and effective organization was ever conceived. It was ready on time, started on time, and functioned for three months without one single mishap or delay. For it all, the greatest praise and the warmest thanks are due to Mr. Dal Piaz, to the members of the executive and to Mr. Ronssin, who, under Mr. Dal Piaz, for months worked day and night to assure the success of the exhibition and the well-being and comfort of the Canadian Mission.

May I now ask you to picture in your mind's eye the progress of the train though the beautiful land of France? An imposing three-mile caravan of huge gray and blue motor cars shining with cleanliness, driven by uniformed chauffeurs, twining its way along country roads or through mediaval villages. The people drop their tools in the fields or run to the door-steps in the villages to gaze with astonishment as each unit silently and swiftly rolls by. As the point of destination is in sight, the long chain crawls to a stop, its links are drawn closer cleaned and polished if need be; then it glides slowly and imposingly along quaint old streets overcrowded, and profusely decorated with flags and inscriptions of welcome.

MITCHELL PATRICK, Series 2 (R.G. 24, I, Volume 29)

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Hon. Mr. DAVID: Was the honourable member obliged to make speeches everywhere?

Hon. Mr. MURPHY: Certainly he was; and he could do it too.

Hon. Mr. BEAUBIEN: I was. The most spacious and central public square is soon reached and encircled, the inner sides of the trailers are swung upwards on their hinges, the awnings stretched and joined from car to car—the electric light turned on—and, as by magic, a most attractive commercial street has been created, with its succession of show-windows running all around the outer edges of the square. The moving picture equipments are rolled into position, screens erected, police distributed and the crowds by thousands flow in, press around the square and congregate before the moving-picture batteries until the square is jammed to its full capacity.

Of the several millions who viewed the Canadian Exhibition, how many knew Canada otherwise than historically and sympathetically? Now that they have seen they know that Canada produces more than wheat and agricultural instruments. They are aware that Canada produces yearly even more by manufacturing than farming, and that her production covers the whole scale of commodities.

But I intend giving you other impressions than my own on this score. Here is the opinion expressed by the wonderfully gifted Prime Minister of France, Mr. Herriot, in an article written by him on the Canadian train for l'Information:

Our friends, the Canadians, are again in our midst. I have just welcomed them under the leadership of the Hon. Senator Beaubien, and accompanied by the Exhibition train, which they are circulating all through our country. They have helped us make the products of our country known throughout the Dominion, and likewise they ask us to back their vigorous effort with a view to develop their export trade. After the war, in which we were associated in sacrifice, it is our duty to respond to their appeal. Too often do we sin by ignorance. It would be a mistake for us, in view of the coming hard times, not to establish bonds of interest to reinforce the bonds of sentiment. Why, for instance, should we persist in buying on the Berlin market, as before the war, such products as nickel and asbestos, which we need and which are offered to us on the Canadian market? With good-will we could render innumerable services to each other. Let us try.

The Sunday Times, October, 1923:

After visiting 29 principal cities in France and Belgium, and being attended by 3,000,000 people, the Canadian Exhibition train, whose progress has everywhere been marked by scenes of enthusiasm and with substantial reciprocal trade benefits, will terminate its tour to-day.

Composed of thirty Renault trucks of uniform type and colour, followed by cars containing the personnel, electrical apparatus, cinemas and mechanics, the imposing column has been both welcomed and heralded by the authorities. Its advent, indeed, has been made the occasion of visits by Ministers of State, by senators, and by deputies, and other prominent personages. Nowhere has it figured as a mere travelling "show"; it has been more in the nature of a state procession. Receptions and banquets were everywhere the order of the day.

At Nancy, for example, which still has many of the dignities of a once royal city, the immense Place Stanislas was the scene of a civic fête, the municipality providing an open-air spectacle, witnessed from the windows and galleries all around. "Vive le Maire" and "Vive le Canada" ascended from 30,000 throats.

La Libre Parole—M. François Veuillot:

In three months this splendid travelling exhibition has been able to show its treasures in 35 of the largest cities in the country. In cities with a population of 100,000 or less the exhibition was visited by half of the inhabitants; and it was certainly known, through the newspapers, official welcomes and the echoes of these functions, to the other half. The proportion attending in the case of larger centres was necessarily not so high; nevertheless, the attendances exceeded all expectations. Beyond doubt, a most remarkable movement has by this means been launched in France in favour of Canada.

Revue Francaise—M. George Oudard:

This exhibition train is, however, one of the most ingenious attempts ever made to draw closer together two countries with historic ties and a common language, but separated by distance and absolutely unacquainted with each other.

When a firm wishes to do business in a district in which it is not known, it sends one of its travellers equipped with samples to visit the prospective customers. That is what Canada has done. Only, as a nation has more goods to show to the public than the largest firm, Canada has sent her agents, not with grips, but with a train; an itinerant train comprising 30 large automobile trucks and arranged somewhat after the old style of vendors with their shops on wheels.

The train stops in a city; assembles in an open square; the blinds are pulled up, and a real exhibition is offered to the public gaze. Within an hour, after going the rounds of this new sort of fair, you know more about the economic possibilities of Canada and its present activities than if you had read ten huge time-worn volumes dealing with these questions.

France et Monde—M. Dal Piaz:

This evident prosperity, which contains the germ of a still greater prosperity in the future, the French people have been able to appreciate during the triumphant tour of the Canadian exhibition train through our country. For weeks, this convoy has travelled through all our districts, covering more than 5,000 kilometers (about 3,000 miles) before arriving at the Orangerie in the Tuileries, where Parisians and visitors to Paris may see it to-day. Thus the entire population of France has had the unparalleled opportunity of acquainting itself with the immense resources offered by Canada. It has also welcomed our Canadian friends everywhere.

Exportateur Francais—M. Guénard-Hodent:

The Canadian Exposition, which the people of Paris are to visit in the Tuileries, in the buildings of the Orangerie, is the last stage of this novel exhibition which has traversed the entire country. It has wonderfully achieved its purpose, which was to make known

in all our provinces, from Artois to Provence and from Alsace to Britanny, the truly extraordinary economic development of Canada in the past 25 years.

The Itinerant form of the Exhibition has proven its value, and the boldness of the undertaking has been repaid by a double success. The French Exposition on Canadian railways in 1921 spread the reputation of our industries de luxe from the Atlantic to the Pacific. The thirty vans and their thirty tractors, built by the Renault firm, and driven by skilful hands all through France, according to a very strict timetable, have convinced all the French people that the Canadian market, which they were neglecting, is a market in which they could do business with great advantage.

May I add to the above press opinions, that of two eminent men in France. One, M. de Wendel, is an outstanding figure in the industrial life of France, being the head of huge iron and steel works. M. de Wendel is besides a Member of Parliament. In welcoming the Canadian Mission at Nancy, in the name of the Chamber of Commerce of that city, he said:

Permit me to thank you on behalf of the manufacturers and business men here present for having given us a glimpse of what you are doing and what you can do, and of the resources contained in that vast country extending from the Atlantic to the Pacific—a country which, after having long been engaged in hunting, fishing and agriculture, is rapidly becoming, while continuing to develop its primary sources of wealth, a country whose manufactures in many respects will soon rival those of the great neighbouring Republic.

The other is Mr. Camille Chautemps, the young and remarkably talented Mayor of Tours, recently chosen as Minister of the Interior in Mr. Herriot's cabinet. In an article published in Métallurgie Française, Mr. Chautemps says:

The success achieved by the French and Canadian trains should not only gratify us as being full of hope for the near future; it should also teach us a lesson. This method of propaganda, which has twice been demonstrated so brilliantly, and the effectiveness of which we have explained above, is one that ought to be kept in constant use in all countries wherein we have to meet foreign competition.

It was a happy omen that the Canadian Caravan should have started from Havres on its conquest of a fair share of the French market, on its intensive campaign to educate an ancient people of an old country of Europe upon the resources, wealth, and possibilities of a new country of America and of the achievements of a young race, already highly developed and full of hope in its still greater destinies.

Havres de Grâce, at the command of the Great Francis the First, sprang up from the rocks and weeds of the shore of Caux to form the basis of his peaceful conquest of a new world to Christianity and civilization. It became the great ocean gateway of Normandy, the land of the Conquerors of old. From it, during the seventeenth and most of the eighteenth century was instilled the very life of New France.

Roberval, Des Monts, Champlain, the Société des Cents associés, all organized their expeditions from Rouen, the capital of Normandy. Cavalier de La Salle, who faced alone, unafraid, innumerable ferocious tribes and discovered Louisiana, was born in Rouen, and left his native city at the age of 23 to seek a home in Montreal.

It was around the marble table of the palace of Rouen that all important contestations respecting Canada were heard and settled. Rouen was practically ruined by the Seven years' War. Through it she lost more than 300 ships to Great Britain and for a century thereafter lay prostrate under this staggering blow. Nowhere in France could be found so many stately ruins of past history to which could be anchored new bonds of sympathy and of intensified commercial relations.

The inauguration of the train was a most brilliant function. The city of Havres was gay with festivities, elaborate decorations and crowds pouring in from the vicinity. To the local authorities, the French Government wished to add a large delegation from Paris presided over by Mr. Dior, Minister of Trade and Commerce. Immense gatherings, imposing receptions and warm words of welcome marked the occasion with great solemnity. Every authority was represented by those first in rank of dignity the State, and Parliament, the Church, Army, Judiciary, the municipal and industrial and commercial bodies, the French press headed by the great Parisian leaders. Frankly, the occasion was solemn to the point of being almost awe inspiring.

As to those charged with the responsibility of the Canadian Mission, they were anxious lest their country should not be fittingly represented. They were comforted by the timely arrival of a gentleman who, notwithstanding serious sickness in his home, had, at his own expense, raced to and back from Europe for the sole purpose of delivering to France a message of friendship from the Government and people of Canada. The honourable gentleman who accomplished this rare feat of self-abnegation must have found some satisfaction in the remarkable success of his speech, which rang like a clarion call thru the whole of France and also from the marks of respect and esteemed paid to him by Mr. Poincaré as well as the Press and the people of France. It is indeed a great pleasure for me to express to this honourable gentleman, who is no other than the leader of this House (Hon. Mr. Dandurand), the deep appreciation of the Cana-

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dian Mission for the marked services rendered by him on that occasion.

From the kindness, warmth and generosity of the reception met by the Canadian Mission at the hands of the Mayor, Mr. Meyer (who has since entered the French cabinet), of the City Council and citizens of Havre, one may judge of all those which awaited it in its entire circuit of France.

I have before my eyes a long list of Ministers, Senators, Members of Parliament, of Marshals and Generals, of Cardinals and Archbishops and Bishops, of Prefects, Members of the Judiciary, Mayors, Presidents of Chambers of Commerce, Universities, Syndicates of Initiative, of large industrial and financial concerns, of members of the French Academy, the Institute of France, of great newspaper editors—in fact, of personages leading in every walk of life, who have seized upon this opportunity to attest their affection and admiration and, above all, their gratitude for Canada. From them all, as from the humblest artisan or farmer, repeatedly came the fervent assurance that France would never forget Canada's sacrifices and noble deeds during the war, and that French mothers would ever lay prayers and flowers on the tombs of Canadian heroes.

If I cannot name all those whole extreme kindness towards the Canadian representatives deserves grateful acknowledgment, there are a few whom it seems impossible to pass without reference.

We are specially indebted to Mr. Poincaré for his invaluable support, to Mr. Dior and Mr. Le Trocquer for their constant and generous collaboration, and to Mr. Dal Piaz for his devoted, untiring and remarkably successful efforts. All the French Railways and their able managers, Mr. Ronssin and the members of the Executive Committee, are also entitled to our warmest appreciation.

I cannot but name also Mr. Doumergue, who, as president of the French Senate, received with the greatest hospitality the Mission at Nimes. It was on this occasion, that he was tendered and acknowledged so gracefully the cordial message sent to him by the Speaker of this Hon. House. Mr. Doumerge has since become President of the Republic of France.

I feel that we also owe a special debt of gratitude to Mr. Herriot for his royal reception in the great city of Lyons, of which continuously for nineteen years he has been the Chief Magistrate and the greatest factor of progress. Mr. Herriot is at present Prime Minister of France.

The accommodation for the Canadian Exhibition was excellently ordered in every city, and with the help of a large contingent of municipal police the multitudes pouring in and out of the Exhibition could be well cared for. It was indeed gratifying to hear the general expression of surprise at Canada's importance and development and specially at its diversified industrial production, revealed to the entire nation for the first time. The novelty of the train, the variety and attractiveness of its display, the excellence of the literature distributed, its growing success, and the sympathetic utterances of the speakers at the many receptions were given an enormous publicity by the entire press of France;

The more so as a new reference to the train was made at every stop. The longer the publicity, the greater the interest of the public. Before the train had more than started on its journey, the French government was severely criticized by certain centres which it had been found impossible to include within its itinerary. The train, so auspiciously inaugurated at Havre on the 16th of July last, completed its circuit of France on the 9th of October following. It held exhibitions in the following cities: Le Havre, Rouen, Amiens, Lille, Reims, Metz, Nancy, Strasbourg, Mulhouse, Montebeliard, Dijon, Clermont-Ferrand, St. Etienne, Lyon, Aix-les-Bains, Grenoble, Marseilles, Montpelier, Toulouse, Bayonne, Bordeaux, Angouleme, Limoges, Nimes, Orléans, Tours, Nantes, Rennes, le Mans, Verdun, Besançon, Vichy, Valence-Avignon, Paris.

In the largest centres, it was conservatively estimated that often, at a given time, the enclosure of the Canadian Exhibition contained from 40,000 to 50,000 people. For the entire circuit, a daily estimate of the attendance brought it well over the 3,000,000 mark.

A few photos taken at many different points give an idea although inadequate, of these enormous gatherings. They have been placed on the table of the House for the information of any honourable member.

The mission gathered vivid impressions on this unique journey through one of the most beautiful lands in the world, and among one of the most attractive and sympathetic races of humanity. Deep emotions were often provoked by unexpected scenes and by words of fiery eloquence. To this day I can hear, amid an impressive silence, the grand Archbishop of Rouen, Primate of Normandy, quoting for the Canadians the welcoming words of St. Paul: "You are not strangers, nor even friends; you are citizens;" and also the tense accent of Mr. Mangin, the old and feeble mayor of Nancy, expressing thanks to the Canadian Red Cross for the gift of the ambulance which, as a simple fireman, he had

accompanied for months during the bombardment of his city. Mayor Mangin, batonnier of the bar of Nancy, over 70 years of age, lived for 3 years in a fire station, doing active duty day and night until his infirmities finally downed his courage. Picture to yourself the venerable Cardinal Luçon, 85 years old, standing bareheaded before the lamentable ruins of his Cathedral of Reims, stretching his arms in desolation towards the city destroyed before his eyes by the brutality of the Germans, and crying out in despair, "Of the 14,000 homes of my children, alas, only 14 have been spared!"

Will you follow the journey of the Mission through the desolation of the devastated departments—all valiantly and successfully struggling towards normal life—in its pious pilgrimage to St. Julien, Vimy, etc., in its reception in the Citadel of Verdun, and in all the great Cathedrals and Castles, milestones of glorious history; its vision of the infinite beauty and variety of scenery ever changing from the stern north to the sunny south and from the Alpes to the Pyrenees. Imagine the surprise at being the guest of gentlemen thoroughly French, bearing the names of Farrel, O'Reilly, and James Carmichael, one being the Chief Justice of Rouen, the other the President of the Chamber of Commerce of Amiens. And what an opportunity for studying at close range the great industries, markets and ports of France, with a view to linking their activities up with our own.

Of this all, much should be said, but it is far beyond the scope of these remarks. May I be permitted, however, to impart to you the lesson which I have learnt through this exhaustive and unforgettable tour of France. It is this. No traveller knows France and the French people who follows the beaten path of the tourist. Let the traveller map for himself a new itinerary, and he can satisfy whatever his craving may be, in the domain of the beautiful, either in nature or in art, in the sphere of history, or even in that of simple repose and health restoration within some of the numerous renowned health resorts of France.

Let him but choose his path away from the journeying crowds hailing from the four corners of the earth, in order that he may really see the French nation in the rhythm of its usual life, and not a fantastical composite of all the travellers of the world.

After its complete circuit of France, the train entered Paris on the 9th of October. As some misunderstanding prevented its immediate admission to the Gardens of the Tuileries, the opportunity of sending it to Belgium was seized by the forelock. Indeed, as the result of negotiations carried on by Mr. Laureys with the Belgian Minister of Foreign Affairs, a gracious invitation to visit that country had been extended by the Belgian Government, cities and chambers of commerce, etc. Therefore, the train left Paris on the 16th of October for Mons, then successively for Charleroi, Namur, Liege, Anvers, Gand and Brussels. The trip to Belgium was also acknowledged as having been highly successful. Great interest and satisfaction were shown by the masses. Fitting receptions everywhere met the Canadian delegation, deep gratitude was expressed for Canada's share in the war, and felicitations and good wishes were extended for her endeavour in developing Belgo-Canadian trade relations.

The greeting at Mons was particularly moving. The relief of that city by the Canadian troops has left in the hearts of its citizens a very vivid sentiment of gratitude.

The capital of the Kingdom did great honour to the Mission, especially by a personal audience of His Majesty Albert the First, who paid the highest tribute to the Canadian armies of whose valour he had been a personal witness frequently in the course of the conflict. Practically during the entire trip through Belgium, the Canadian Exhibition was in charge of Mr. Laureys, and I think the highest praise is due to him for the manner in which he acquitted himself of an arduous and difficult task. Mr. Langlois is entitled to a generous share of these congratulations for his tactful and effective collaboration.

The train returned to Paris on the 30th of October, and within a few days the perambulating exposition had been set up in the magnificient frame of L'Orangerie in the Tuileries gardens. More than doubled in size by temporary buildings expressly erected for the purpose by the French Government, the space placed at our disposal measured about 120 feet by 300 feet. The first portion of the space was taken by two very large dioramas representing attractive Canadian scenery designed and erected under the supervision of Messrs. Tolmie and Turcotte of the Canadian Exhibition Branch of the Department of the Interior. By means of a rheostat which brought lights of different tints in and out of play, the gradual and slow change of illumination from dawn to sunset and moonlight, brought an alluring charm to these beautiful landscapes. The art and skill of Messrs. Tolmie and Turcotte in planning and constructing these dioramas cannot be too highly praised.

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The second portion of space was used by our two railway systems mostly with smaller dioramas, most of which were extremely pretty and most popular, with their miniscule steamers sailing in and out of harbours and toy trains appearing and vanishing in the golden plains of the West and the majestic gorges of the Rockies. The third portion was surrounded by booths which contained the exhibits of the train.

The Paris exhibition was inaugurated by Mr Poincaré and Sir Lomer Gouin on the 8th of November, and was closed on the 9th of December, after having been twice prolonged to meet the public's pressing demand. It was officially visited by Mr. Millerand, the President of the Republic, who was welcomed by the Prime Minister of Canada, Lord Crewe, the British Ambassador to France, the Speaker of the Canadian House of Commons, and a very large and important delegation of the Canadian colony in Paris, led by Mr. Philippe Roy, our Commissioner General. Often was it stated that the Canadian exhibition had achieved unparalled success and broken all records of attendance in Paris. This I believe to be true, but I crave the privilege of quoting from some of the leading organs of public opinion, recognized as such the world over:

La Vie Courante—M. Gabriel Hanotaux:

The visit of the Canadian train has been an event of Paris. The crowd that pressed through its galleries, with their never-to-be-forgotten horizons, was instructed, entertained, inspired. It learned much, surmised somewhat, longed intensely. "So this is Canada—a continent."

Now the train is gone. The continent has been packed up again! That which has traversed all France, showing to our cities the grandeur of its forests, its fields, its rivers, its mountains, its factories, its cities, has been stowed away again in the packing cases that brought it. It came to us upon the flood, it has gone with the ebb, and now it sails across the waters. In the bottom of a hold, it muses upon its glory of a summer, and perhaps still echoes the cheers and demonstrations that welcomed it. Its well wrapped bales retain in some obscure corner a breath of the mother country.

* * * * * * * * *

So this is the country which, as Lord Grey said, "contains a population equal to that of London in an area equal to that of Europe."

Along the train, stationed in the narrow space of the Tuileries were unfolded, as far as the eye could see, the vast regions that Champlain first started to explore (187 million hectares, or about 460 million acres). The view, extending beyond prairies and mighty rivers, is arrested only by the walls of mountain peaks, the mantle of eternal snows, or the ice-floes of the polar ocean. What breathing spaces are over there!

* * * * * * * * *

Here are the woods—woods of maple, oak and pine—forests that no human foot has ever trod, that have awaited man since the beginning of time.

Here are countless herds that go swinging across the prairie, the cows with their large hanging udders, the bulls with their broad shining backs, the calves galloping away from barking dogs. These enormous food supplies of all sorts will innocently find their way into tin boxes labelled "preserved meat," and otherwise known as "bully beef."

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And here are the crops! stubble so thick that one wonders how the machine will ever penetrate it, sheaves in such number that one wonders how the hand of man can load them all into the big cars—sheaves of Jericho that are baked and rebaked in the burning sun—stacks and granaries crammed to overflowing with golden grain—and it is gold indeed.

* * * * * * * * *

Life springs up: here are pretty farm homes, white or ivy-covered, with laneways running between rows of maples, situated on the banks of a clear stream, displaying their neat gardens with rectangular pathways and giving to the countryside the appearance of a brighter Vendée or a quieter Béarn.

Le Petit Parisien:

All Paris was present yesterday at three o'clock, on the Terrace of the Orangerie. Parliament, the Institute, the Army, the Judiciary, the Administration, the highest class of society, crowded in a brilliant gathering to admire at leisure the treasures of the Canadian Exhibition. The attendance, composed of the elite, followed Mr. Poincaré at a respectful distance. The President of the Council was accompanied by Sir Lomer Gouin, Minister of Justice in Canada.

La République Francaise—M. René Richard:

If we could go and meet Voltaire in the Champs-Elysées we would take him by the hand, bring him to the Tuileries, and make him blush—if spirits still blush—for his past error about Canada—"Those few acres of snow." Marvellous snow it is, from which spring up fair crops and pastures; golden snow, source of wealth which freely yields to the efforts of men of good will.

Le Journal:

The Canadian Train, unlike that of Henry Séguin, did not enter the station. Yesterday morning it assembled its 50 cars on the Place de la Concorde, in sight of the exposition which is to open on the 8th inst. in the pavilion of the Tuileries.

A very curious train it is. Ordinarily, one thinks of a train as something which carries people from one place to another. Not so this train. It does better; it brings a country right to the homes of the people.

Thus we have in Paris a Canada with its prairies, its lakes, its mountains, its waterfalls, its railways, its flora and fauna, and the industries of its towns and cities.

The Sunday Times:

During the last few weeks the contents of the train, products and panoramas alike, have been on exhibition in the Orangerie, and an annex thereto, in Paris. The police state that more people have attended than have visited the Paris Salon. Every day there has been a queue from the Tuileries gates to the Orangerie doors, and on wet days the added feature, curious to English eyes, of a queue under umbrellas.

The Chicago Tribune:

The Canadian exposition is meeting with even greater success than was anticipated, and on Sunday last between 35,000 and 40,000 persons visited the different stands. So many were waiting for admission that long before the official closing hour cordons of police were obliged to turn the crowd away from the main entrance at the Orangerie of the Tuileries.

The Boston Evening Transcript:

Ever since the phenomenal vogue of Louis Hemon's homely novel of Canadian life, "Maria Chapdelaine," Canada has been very much the fashion in this part of the world.

The latest manifestation of this predilection for things Canadian is the triumph of the Canadian Exposition in the Tuileries Gardens, which (without the slightest street advertising and almost without press announcements) is daily drawing such tremendous crowds that the majority (even after standing patiently in line by the hour, on a wind-swept terrace, at imminent risk of grippe, before passing the turnstile) are unable, by reason of the crush, to catch more than an occasional glimpse of the spectacle they came out to see.

The French Government was particularly pleased with the appreciation shown by Canada through the presence of its Prime Minister of Justice in Paris, for the reception meted out to the Canadian exhibition, not only in the French metropolis but through the whole of France.

Notwithstanding excessive fatigue, which had impaired his health, Sir Lomer Gouin assumed the honourable but heavy task of representing Canada at the inauguration in Paris, and at the several splendid functions which followed. In doing so he won the admiration of the public of Paris and at the same time the gratitude of the Canadians then present, all of whom were proud to see their country so fittingly represented.

The Speaker of the House of Commons, the Hon. Mr. Lemieux, journeying through France on a different errand, was promptly conscripted for the benefit of the exhibition as an excellent sample of Canadian oratory. This was a happy move, for His Honour the Speaker captured the many and distinguished audiences which he addressed.

One day, in answering a toast of the Minister of Trade, he said, in his usual debonnaire fashion: "The Hon. Minister has been altogether too kind to me, but I am not surprised: why, he is an old neighbour of mine, inhabiting in Normandy the parish next to my good country of Gaspé."

Whatever the train may have otherwise accomplished, it is essential to ascertain whether it proved, as anticipated, to be an economical and effective stimulant for our foreign trade.

In dealing with the first point, nothing could be more instructive than to compare the cost to Canada of this venture with expenditures made by us in the past in connection with the Panama-Pacific and Panama-California exhibitions, the last two international expositions in which we have participated, and which were held in San Francisco and San Diego in 1915 and 1916.

In doing so, it is well to bear in mind that the Canadian Train really comprised three exhibitions: one made up of the journey of the train through France; another, of its circuit in Belgium; and the third, the fixed Exposition in Paris. Besides, I think it can be demonstrated that both these perambulating exhibitions reached a very high percentage of the populations of France and Belgium, and in this respect, at all events, that they were more profitable than our participation to the American expositions.

	Canadian Exhibition.	Panama-Pacific.	Panama-California.
	$	$	$
Salaries..	19,298 00	50,330 42	34,694 50
Trav. exp..	24,403 12	49,471 83	27,887 41
Collc. exh..	12,907 72	48,760 73	Nil
Buildings..	27,045 08	332,443 00	Nil
Supplies..	16,911 30	209,006 72	73,727 26
	$100,565 22	$690,012 70	$136,309 17
Less salvage..		3,776 28	8,267 53
		$686,236 42	$128,041 64

The Canadian Exhibition Commissioner, Mr. Hutcheson, in his 1916 report to the Minister of Agriculture, explains that Canada has been relieved of most of the expense of our contribution to the Panama-California Exhibition. I quote from the report as follows:

I may add that the management of the Panama-California Exposition, realizing the great importance of the Canadian exhibit as a drawing card, not only placed at our disposal, free of charge, the magnificent building in which our exhibit is now installed, but assumed also to meet all expenses in connection with the transfer of our goods from our building in San Francisco to the Exposition grounds here, and the supplying of water, gas, electric current and guards, thus bringing down to a considerable extent the cost of our participation.

This exhibition meant practically the restaging of the displays made at San Francisco, with most of the expenses, including transportation, assumed by the Americans. Besides, every dollar spent in 1915-1916 was worth at least two expended in 1923.

The officers of the Exhibition department of the Canadian Government have taken possession of the material of the Paris dioramas used in connection with the Canadian Exhibition train. What the salvage may be in this respect cannot be ascertained for the time being. It will not exceed a few thousand dollars.

The comparisons of the above figures are not intended as a criticism of the expenditures made in San Francisco or San Diego, but solely with the view of demonstrating the relative saving made by the country through the use of this new formula. If it had been anything else than a transfer of an exhibition from one city to another and without the

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very generous contribution of the American people, the expense of the Panama-California Exposition would have exceeded $250,000.

On the other hand, the Canadian Train, with its three-in-one endeavor, barely exceeds $100,000. It has reached more people than one, if not both, of the two exhibitions just referred to; it has done so more effectively, in dealing with all classes of populations, and not exclusively with the leisure class, from which we cannot expect to draw the bone and sinew required to build up this country.

The capital investment for an equipment similar to that used in this instance would not exceed $150,000. The operation of an exhibition train fully manned would not exceed $500 per day. In three months, or less, it could cover any European country, and penetrate every strata of its population. Can a cheaper and more effective method be suggested for getting men and money for Canada?

A Belgian Technical Commission, headed by Mr. Francotte, an ex-Minister, was created to study and report on the Canadian Train. I am informed it did so favorably. A full exhibition train has this year been organized and circulated through Italy. Can we not with some measure of justification quote here the old saying that "Imitation is the most sincere flattery"? The Hon. Mr. Robb and the Hon. Mr. Low, who succeeded him as Minister of Trade, have both trusted the venture and assumed the responsibility of the expense involved in it. Those especially interested in the project are glad to repay this confidence by the evidence that it was not misplaced. They also wish to express to these gentlemen due appreciation for the valuable help received from them.

In the second place, what effect did the Train have on our sales abroad? It is early yet to answer this question with any certainty. Besides, present canditions are abnormally unfavourable and to be guided exclusively by them would be unwise and uselessly depressing. The franc which was quoted at 5.95 in July, 1923, has steadily fallen to 4.45 in February last, losing thereby 1.50 ct. or more than 25 per cent of its value. Instead of paying a Canadian dollar 16 or 17 frs. in July, the French people had to pay it 22 or 23 francs in February and March last. This operated as a heavy handicap on our exports to France.

But, in addition to these adverse conditions, it must be remembered that nearly all the goods exhibited were without commercial representatives, and that the staff of the train had neither authority nor price list, nor essential information as to quality, quantities available, etc., to sell the same. All that remained possible was to note each enquiry from interested parties and forward the same to Canadian producers. They were forwarded directly when possible, and otherwise, through the Canadian Trade Commissioner in Paris, Col. Barré, and the Trade Department in Ottawa. They numbered no less than 2,276 and fell under the following classification:

Foodstuffs	1,044
Wood, its products and by-products	276
Furs, hides, leather and its products	166
Fibers and Textiles	219
Minerals (other than iron and steel) and their products	52
Iron and steel and their products	214
Chemicals and allied products	79
Miscellaneous commodities	226
	2,276

This roundabout way deprived the Canadian vendor of most of the advantage of the venture, which evidently consisted in bringing him, fully informed and equipped, into immediate contact with his prospective clientele.

Notwithstanding, statistics covering our exports to France from July 1st, 1923, to April 1st, 1924, as compared with the same period of the preceding year, show an increase of $3,088,154. The relative totals for each period stand thus:

1922-23	1923-24
$10,849,436	$13,937,590

Wheat accounts for the greater part of the increase, but there are also other items showing substantial betterment and there are quite a number of them which do not appear at all in our exports to France for the same period of 1922-23, among these are: alcohol, condensed milk, nickel, rye, belting of rubber, solid rubber tires, fresh and frozen salmon, cheese, cotton (duck), other cotton, fibre bags, Kraft paper, needles and pins, motor cars, aluminium, copper manufactures, glass for lighting, mica manufactures, paints. To what should we attribute this substantial gain? Not to the greater need of food products in France, since year by year her fields are steadily restored with correspondingly augmented yields. It can hardly be attributed to the new Franco-Canadian trade treaty, as, except for a few items, such as aluminium, the rates on the bulk of our exports were not materially lowered and some even were increased on items such as rubber tires, canned salmon, vegetables, salted butter, potatoes, etc. However, you may draw your own conclusions from the above facts and figures. To these, perhaps, I may be allowed to add the opinion of a certain number of exhibitors, as expressed by them to the Canadian Manufacturers' Association:

(a) Their report (their representatives) deals almost entirely with our own exhibit, which, they stated, attracted considerable attention and they are satisfied that it will enable them to increase our present business in France all of which we handle through this one firm.

(b) Up to the date of writing (October 1924) we have received 12 very favourable enquiries. These have all been answered. From the tone of the letters we have received, the firms writing us are keenly interested, and speak with emphasis on the value of the Canadian exhibit, and the bringing together of closer business relations between France and Canada.

(c) I consider this is one of the best means of overcoming the ignorance of a foreign country and the consequent misunderstandings between different nations.

(b) It has been our impression from the first the first moment after our inspection of the Canadian Show in the shed at Havre, that this original exhibition on the part of a friendly country to France, would meet some good success. Our business, no doubt, will be considerably facilitated for the agents we have in different centres of France. The press has been very favorably disposed and in this way the Exhibition has been very strongly advertised. Our experience is that the attendance taken as a whole has been very satisfactory and the sympathy shown by the different classes of the French public towards Canada has contributed very much to a full appreciation of what could be seen in the different stands. Sometimes, the crowds could harly be dealt with. The French officials in every town have reserved a most warm reception to Canadian Delegation. As far as we are concerned, we are thankful for the courtesy shown to our French representatives by the different members of the delegation in charge of the management of the show. If, in the future, it should be decided to have a similar exhibition, we shall no doubt be very glad indeed of the opportunity of joining it.

(e) We expect to be doing very good business soon.

(f) Possibilities of doing considerable business very good, but at moment no volume can be expected until France comes back to its normal value.

(g) We believe that the exhibit was very well appreciated in France from what we have heard from friends coming back lately, and from what we have read in the French Press.

Some manufacturers have more than expressed their approval in writing, they have demonstrated it by increasing the effectiveness of their representation in France. Some others, like the Wyagamack Pulp and Paper Company, have concluded from this experience with the train that they could win out in the French market, and they have resolutely set out to do it. But of course the Canadian producer must follow up the advantage so fortunately given him; if not, he must lose it all. Let him not forget that. Besides, we have every reason to fortify our trade with France. Credits to French importers present the minimum of risk and are met with a punctuality universally acknowledged.

Notwithstanding the heavy burden of the war and reconstruction, France is fast working back to normality. She is free from unemployment and probably possesses the most conservative of all the peoples in Europe, because it comprises the greatest proportion of land owners. She has regained a favourable balance of trade and in great part repaired her war devastations. Her agriculture is flourishing and her industry producing at full capacity and in many cases, with perfected machinery, more and better goods than before the war. I wish time would permit to place before you even a summary description of her leading industries, as it was the privilege of the Mission to witness them in intensive operation. But this is impossible. The settlement of the reparation debt due by Germany and of sufficient guaranties against future agression is of course her great anxiety and that of her friends, but this cannot be deferred much longer, her determination, whatever party may be in power, will not allow it.

France is Canada's fourth best customer. Notwithstanding this 19 other countries sell to her more than we do. Great Britain and Belgium furnish respectively 18.79 per cent and 15.27 per cent of France's imports. The United States with higher rate of exchange provide 7.20 per cent, Argentine and Australia further removed 1.24 per cent and 0.95 per cent, whilst Canada comes in for 0.52 per cent.

In 1922, the United States sold to France for $262,000,000, composed in part of the following products, for every one of which we ought to be able to compete:

Grain, flour, etc.	$25,000,000
Agricultural implements	14,000,000
Wood and manufactures of	2,500,000
Motors and vehicles	2,500,000
Fruit	4,500,000
Animal oils and fats	3,500,000
Meats	1,500,000
	$53,500,000

Why can we not sell our goods direct to France and save the expensive brokerage of American and European agents?

France in 1922 imported 100 million francs worth of furs not one pelt of which is shown as coming from Canada, although it is evident that large amounts of our choicest furs are served daily to her clientele de luxe. At this juncture, it is worth while to mention the creation by the Chamber of Commerce of Paris of a warehouse where furs can be consigned without payment of duties, and

KNIGHT PAPERS, Series 1 (M.G. 27, I, Volume 27)

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where advances are made on warehouse receipts.

The round about and expensive method of selling our furs to France is now followed for our timber.

Mr. Laureys, who has given this matter careful study, states in his report on the Canadian Train, to the Montreal Chamber of Commerce:

France principally purchases from Canada alimentary products, cereals, canned lobster and salmon, sugar and dried apples. France could buy many others, that Canada exports such as preserved fruit and vegetables especially tomatoes; notwithstanding formidable local competition, (as whole tomatoes from Canada are greatly prized) and the Canadian peach for its taste is preferred to the American peach. It is also true that other products such as pork, ham, cheese, condensed milk, must come in through foreign channels, especially through British intermediaries.

At the present moment, even at the actual rate of exchange there is a market for Canadian lumber (Douglas fir, pitch pine, birch, maple, ash and cherry). It should be possible to export now all lumber for veneering and cabinet making, certain firms are ready and willing to try them.

What has been said about the effect of the Train in stimulating exports to France can be applied to Belgium. It has immediately and decisively increased our sales to that country. The statistics of our monthly exports to that country for 1922-1923 will show that conclusively, if one bears in mind that the Train went to Belgium in November, 1923:

	1922-23	1923-24
July	$1,714,993	$1,578,252
August	703,461	1,241,980
September	1,139,041	648,101
October	1,478,202	946,905
November	2,493,494	1,472,211
	$7,529,191	$5,887,449
Decrease:	$1,641,742.	

	1922-23	1923-24
December	$ 933,069	$1,837,191
January	153,412	1,534,499
February	869,648	2,292,348
March	397,566	1,717,973
April	245,809	698,679
May	1,023,535	1,151,778
	$3,623,039	$9,232,568
Increase:	$5,609,529.	

Thus for the five months which preceded the coming of the Train, every month except one showed a loss as compared with the same month of the preceding year. In this period of five months we had lost ground to the extent of $1,641,742. In opposition to this, in the six months which followed the circuit of the Train, every month shows a substantial increase. In the second period we have not only stopped the decline, but turned it into a gain of $5,609,529.

The enquiries gathered in Belgium numbered 396 and were classified as follows:

Foodstuffs	117
Wood, its products and by-products	71
Furs, hides, leathers and manufactures	33
Fibres and textiles	42
Minerals and their products (other than iron and steel)	19
Iron and steel and their products	44
Chemicals and allied products	21
Miscellaneous commodities	49
	396

What has been stated as to the advantage of extending our trade with France is true of Belgium. She is our sixth best customer. May I quote the above report of Mr. Laureys in a brief reference to Belgium:

Canada sells to Belgium grain, specially wheat and oats, sugar, milk products, canned fish, asbestos, agricultural implements and other articles for lesser amounts.

Besides these, Canada should directly export to Belgium, flour of wheat, fruit, eggs, honey, salted and smoked meats, and also semi-manufactured industrial products, which do not compete with local manufactures, especially wood pulp and flax fibre. We could further sell live cattle imported in large quantities from the United States and Argentina, furs, etc.

Finally, what has been accomplished in the field of general propaganda? To fairly answer this query, it becomes necessary to examine with some care the rather voluminous extracts of newspapers and reviews which could be obtained and preserved. No doubt a great mass escaped our diligent efforts. Such as they are, they fill the 9 bulky volumes laid on the table of the House. A computation of these articles published by newspapers and reviews, both French and Belgian, totals up to no less than 2,112 newspaper columns of gratuitous and most effective publicity, of which 603 columns appeared in the newspapers and reviews of Paris. If it is true that advertising in the form of news items is by far the most profitable, it is not easy to overestimate the value of this propaganda. Calculated at the lowest rate of ordinary advertising, the use of these columns would have cost Canada at the very least $160,000. The computation of these articles has been laid on the table of the House. I think I can safely affirm that it contains all the organs of each one of the many cities visited by the train in both countries, and besides quite a number of important newspapers published in many countries of Europe, the United States, and even in remote lands such as China, Africa and South America.

May I also call your attention to special numbers of important French reviews: Science et Industrie and L'Exportateur Français, devoted exclusively to Canada, published by reason of the interest created by the Train in Canadian affairs, and widely circulated in France. Over 3,000 copies of these reviews were distributed gratuitously in France.

It is worth mentioning that many of these articles bear the signatures of foremost statesmen, such as Prime Minister Herriot, Mr. Camille Chautemps, Minister of the Interior, Mr. Gabriel Hanotaux, the well-known statesman and member of the French Academy; of many eminent journalists, such as Mr. Paul Delombre, Mr. Grosclaude, Pierre Veber, François Veuillot, Maurice Prax, Jules Corréard, Paul Gauthier, Guénard-Hodent, etc.; of prominent senators and members of Parliament: Senator Menier, the King of Anticosti, and a warm and ever useful friend of Canada; Senators Raphael George Lévy and Edouard Néron; Mr. Géo. Gerald, Mr. Maurice Ajam; and many, many others.

May I be allowed to quote short extracts from a few of these articles dealing with what has been accomplished, not only in direct stimulation of our commerce, or even in general propaganda, but in the higher sphere of international relations. The first article from which I desire to quote was written by an ex-minister of France, a great journalist, an economist of world-wide reputation, Mr. Paul Delombre, and published in the weighty Parisian organ *Le Temps*:

The Canadian spirit, loyal to Great Britain as well as faithful to France, and the Canadian influence, may do much to prevent or remove deplorable misunderstandings. When the commercial relations between Canada and France improve, as there is reason to hope they will after the double effort of the Canadian Mission, the outcome will be not only the happy economic results. There will be a careful interchange of intellectual influence and a better and more intimate understanding between England and France. Canada with its splendidly growing population, seems more and more a wonderful bond of union. This is what the Canadian Mission has helped us to more clearly understand, and for that we wish to extend to it our best thanks.

Mr. Juillard, prefect of La Seine, in welcoming the Canadian delegates to Paris, concluded his remarkable address by these words:

May the precious seed, so carefully laid, bring forth abundant yields in the future—May the Exhibition in its appearance destined to trade only, but nevertheless animated by thoughts highly useful to civilization, strengthen liens of natural sympathies, which day by day are getting more vigorous.

May I add the closing remarks of the stirring oration delivered by Mr. Herriot, Prime Minister of France, upon the occasion of the reception of the Canadian Mission at Lyons:

You have come to France; you are working for the economic and material development of your country, placed as it is in the neighbourhood of a great nation, who by a formidable power of attraction draws to itself all the young forces. You are a country who with too few inhabitants are obliged to administer and to bring into value an immense territory endowed with all the advantages of nature and with all the gifts of human activity, and we can foresee the immense place you are to take more and more in the composition of the great British Empire who is seeking solidity and peace.

At the close of the war, we can see the importance that Canada is to assume in that great discussion which is to open in the autumn, and which is to be, I feel convinced, one of the most important events of the present time. But, in the name of those sacrifices, so nobly and so courageously assumed, it is your part, in these tragic hours, to turn to the two nations of whom you are the friend, and remind them of their duty; to call upon Great Britain and France to walk hand in hand. This is your mission to which you apply at the same time your intelligence and your heart. And that is why your nation, in appearance so small but in reality so great, appears to us about to play a very considerable role in the future that is opening—and that is why maternal France, who forgets no one of her children, she who reserves a great share of her tenderness for those who came, in the hour of need from countries far away, who drew near to her heart to defend it against the dagger of the assassin, she the France of peace, salutes you with all her heart and soul.

This magnificent and stirring piece of eloquence brings to my memory the heartfelt wish expressed at Rennes, by Mr. Rio, then Minister of the Merchant Marine:

May the wide ocean be not the great void that divides, but the great highway that unites.

A last word: everywhere the Canadian delegates were earnestly besought to bear testimony upon their return home to what they had seen and beard. For three months their travels had covered the whole of France and kept them in intimate contact with all classes of its people. As Mgr. Landrieux said with ringing eloquence, from the pulpit of his Cathedral, "They had for months heard the very throbbing of the life of France and nobody could more knowingly stand witness for her —the truth need but to be said to confound her detractors."

I am glad now to offer my testimony to this honourable House, and through it to the country. France has two main preoccupations: to restore her homes and to protect them. To restore them the Hun must be forced to pay; to protect them, the Hun must be constrained to respect the Peace Treaty. For this double purpose France has mustered her grim resolve which will know no falterings and accept no denials, whichever of her sons she may choose to speak for her. The relaxing of her firm hold would mean the prompt releasing of the furies of war. And after the honour, integrity and safety of her homes, France cherishes peace more than any

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other blessing in this world. She strives and prays for it with all the intensity of her past anguish.

Listen to the peroration of the admirable speech of Mr. Gaston Vidal, Under-Secretary of State for Technical Education, in welcoming the Mission at Vichy. These words have the true ring of the soul of France:

A fortnight ago, I saw them again, those soldiers—or rather those who had survived—at the inauguration of a monument erected to the memory of their dead. There were two hundred names, and at the foot stood an old Chasseur who answered "Died for France" at the call of each name. Then, once—five times the name of Fraisse was called. We felt the grief that filled his eyes with tears and choked his utterance. He could not go on. It was the name of his five brothers. Say, when you return to Canada, that a nation that has suffered this is not militaristic. It has suffered too much from war. It has suffered in its flesh; it has borne too many of its pitiful wrecks of humanity through its hospitals; it has too often felt the agony of the surgeon's knife sunk into its bruised flesh; it has breathed too much the acrid odour of chloroform. But tell them also that, in spite of all, France has too deep a sense of right and justice to permit this iniquity. A victorious nation that has signed in blood the names of its 1,000,000 dead, and along whose country roads are trailed the long veils of its widows (who have nothing of the warlike spirit of the Walkyries)—say that that is France; that it is noble, grand; that it wishes to be respected always and everywhere and to pursue its course untrammelled, adhering to those noble traditions which are common to you and to us—the traditions of all who are present, of those who live in your country and those who live in ours—to whom I drink this toast.

The members of the Mission were treated like spoiled children in France, and practically at every stop were the recipients of souvenirs numerous, beautiful and useful. They desire fittingly to acknowledge these many kindnesses.

Personally, I feel that I must express my deep gratitude for the signal honour paid to me by the French Government, the city of Orleans, the Chamber of Commerce of Paris and the Société de Géographie de France.

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051215

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Dear Mr Meighen:

Have left these papers letters with you — you may have a moment's leisure to look at them. I wish you would particularly look at the one from Dr Simon Grenier — a man I know very well, and a consistently staunch Conservative — He appears to think that a fluent knowledge of French is necessary. Grenier, by the way, is a brother-in-law of Sutton Labouchellier — but that does not color his judgment.

I am beginning to think I could almost carry the damned riding, as my father writes me that he is getting letters from all over the place urging that I stand; but, on the other hand, I am so pressed for time, I haven't much opportunity to study French, and would feel like cursing myself if my lack of it lost the county to the party.

Will you please not lose the letters, as I want to reply to them.

Yours

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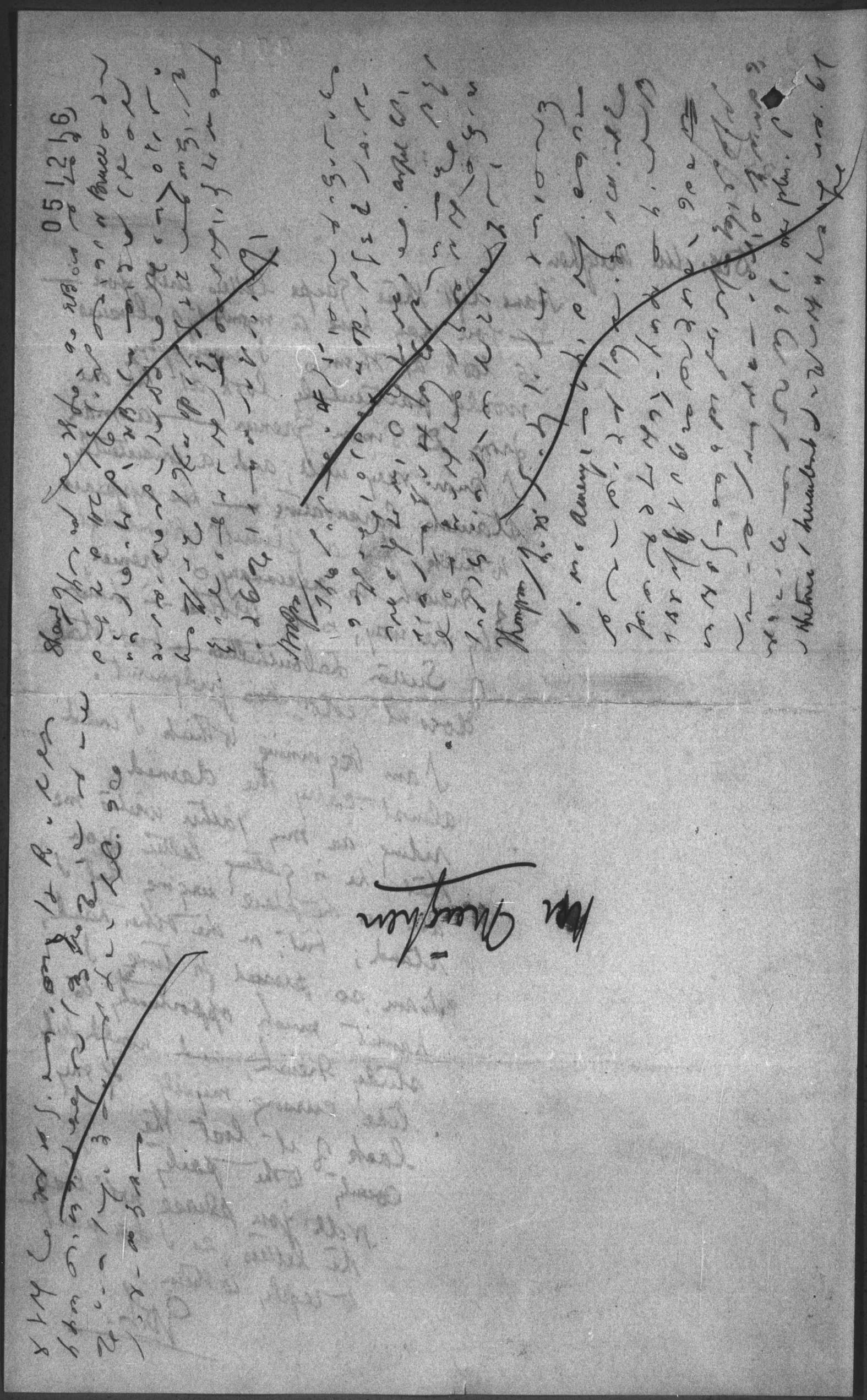

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051217

Ottawa, Aug. 11. 1924.

Honourable D.O. L'Esperance,
Pereé,
P.Q.

My dear Senator:

I am writing you as respects the Gaspé constituency. I have had a talk with Grattan O'Leary of the Ottawa "Journal". I suggested to him that it might be possible for him to secure the nomination in Gaspé if he felt he would have a chance for election. I did so for two reasons:

1. Because I know it would be of undoubted advantage to us to have Mr. O'Leary in the House. He has the makings of a good parliamentarian and his connection with the Ottawa Journal would add much to his sphere of usefulness to the party.

2. Because I thought from a previous conversation that he quite possibly had the idea in mind himself.

You of course know Gaspé better than anyone else and would be able to gauge the possibilities of the above idea working out. Grattan knows of you very well indeed, and speaks of your influence there in the highest terms, but does not know you personally.

Mr. O'Leary speaks well of our previous candidate Mr. Sirois. He does not know whether Mr. Sirois

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051218

is anxious to contest the seat again or not. He says that Dr. Gauthier probably thinks of running but would have no chance of success. The constituency it appears is mostly English speaking, although many speaking English have French names. It is, of course, to some extent French speaking as well. Grattan is a man who would be very popular as a candidate. He is, as you know, Irish Catholic and has a great many admirers throughout the Dominion. Of course you know also he was brought up in Gaspé county.

Think the matter over. I only wish to add that I am personally anxious to have Mr. O'Leary in Parliament if a way can be found.

Yours very truly,

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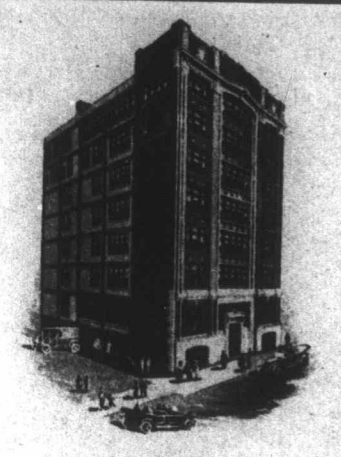

Journal Building

The Journal Dailies

051219

The Evening Journal The Morning Journal

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UNITED STATES—Chas. H. Eddy Co., New York, Fifth Ave. Blg.; Chicago, People's Gas Blg.; Boston, Old South Blg.

Ottawa, Canada Monday, August 18th, 1924

Dear Mr. Meighen:

In reference to our conversation the other day, you may be interested in the following figures about Gaspe:

Population	40,375
French origin	31,000
English origin	4,731
Irish origin	3,257
Scotch origin	856
Others	350.

The people are therefore of almost one-fourth British origin; and, as I explained the other day, owing to the fact that the business of the entire County has been in the hands of English-speaking Hugenots (Jerseymen) for more than a century, practically all of the French speak English.

The political record of the riding follows:

1867	P. Fortin, Con.	Accl.
1872	Fortin, Con.	"
1874	L. G. Harper, Con.	797 majority
1878	C. Fortin, Con.	45 "
1882	C. Fortin	Accl.
1887	I. Z. Joncas, Con.	74
1891	Joncas, Con.	Accl.
1896	Lemieux, Lib.	42 majority
1900	" "	1,362 "
1904	" "	Accl.
1908	" "	1,492 majority
1911	Gauthier, Con.	570 "
1917	Lemieux, Lib.	4,278 "
1921	" "	7,461 "

(By-Election 1875 (July) John Short, Con. elected majority 306)

This, considering the sentiment I found among the people on the occasion of my recent visit to the riding, hardly indicates that Gaspe is impregnable.

Sincerely,

M. Gallan O'Leary

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O'Leary's candidature
Gaspe

051220

Office

Ottawa, August 25, 1924.

Private

Dear Sir:

At Mr. Meighen's request I am sending you the attached letter from Senator L'Esperance, which please return after reading.

Yours faithfully,

Grattan O'Leary, Esq.,
The Ottawa Journal,
Ottawa, Ont.

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UNITED STATES—Chas. H. Eddy Co., New York, Fifth Ave. Bldg.; Chicago, People's Gas Bldg.; Boston, Old South Bldg.

Ottawa, Canada August 25th, 1924

not attached when filed, apparently not returned.

Dear Mr.Meighen:

I have just read the letter to you from Senator L'Esperance, which you were good enough to send me.

The Senator evidently does not think I am the person destined to send our distinguished Speaker into deserved obscurity and to bring Gaspe back to its historic allegiance.

I am a little surprised that he so stresses the importance of a fluent knowledge of the French language. I am unfortunately not prepared to argue with any certainty that he is not right: though I am bound to say that when I mentioned the same difficulty to those who suggested that I might become a candidate they did not regard it as serious. They appeared to think that the vast majority of the people spoke and understood English.

My own candid opinion is that my lack of French would be a handicap, though I am inclined to believe--I hope I am not too vain in believing it--that in comparison with any of the other possible candidates that Senator L'Esperance mentions I could more than make up for the deficiency by a better grasp of political issues and by perhaps more capacity to expose both Lemieux and the Government. For my experience of political campaigns has been that a poor candidate, an uninformed candidate, will militate greatly against the most excellent cause.

Mr.Sutton LeBouthillier I do not know personally. The name, however, is very well known to me, and I believe it is a very respected one. I feel certain that he would do vastly better than either Dr.Gauthier or Mr. Sirois.

My own position, summed up, is this: I am human enough to have ambition to get into the House, young and egotistical enough to believe that I could be of help to you there. But I have seen enough of the disastrous consequences of convention disputes, and am too loyal to the common cause to

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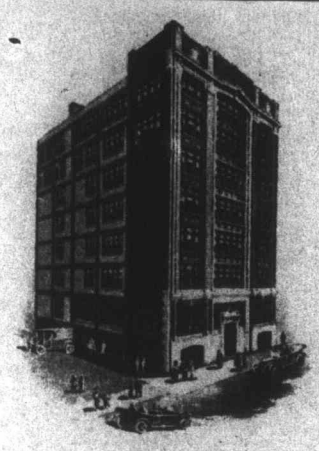

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UNITED STATES—Chas. H. Eddy Co., New York, Fifth Ave. Blg.; Chicago, People's Gas Blg.; Boston, Old South Blg.

Ottawa, Canada

wish to push my ambition to the point of urging any who might want to support me to contest the nomination. If, therefore, Senator L'Esperance is convinced that Mr. LeBouthillier is the right man, and that gentleman consents to run, I shall be happy to take a run down to Gaspe when the campaign is on, and promise him a goodly number of Liberal votes from among my Irish compatriots.

One thing I persume to advise. It is that whoever is given the nomination should be given it at once. What is wanted, wanted at once, is an organization, coupled with a campaign of well-directed propoganda and education. If it were my good fortune to be assured of the nomination I should enter at once upon the work of undermining the enemy, and would spend some part of next summer, regardless of what was the status of the election, on a speaking tour of the county.

In conclusion, may I thank you for having mentioned the matter to me in the first place. When a hard job is to be done it is good even to be thought of as among the possible doers.

Sincerely yours,

M Grattan O'Leary

Rt. Hon. Arthur Meighen,

Parliament Buildings,

Ottawa.

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CANADA

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Ottawa, Aug. 30, 1924.

Honourable D.O. L'Esperance,
Paré,
P.Q.

My dear Senator:

I thank you for your letter of the 16th August. I have been away as you know. Senator Webster has told me of the Rimouski organization, etc.

As regards Gaspé, Grattan O'Leary though accustomed to French and understanding it partly, cannot speak French at all fluently. He says, however, he will get down and master it as he has time to do so and I feel sure he will as he is most anxious to carry this riding. He speaks very highly of the man to whom you refer. Please keep Mr. O'Leary in mind.

Yours very truly,

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CANADA

051224

THE SENATE
CANADA

Private

(1)

Percé Aug 16th 1922

Dear Mr Meighen.

In reply to yours of the 11th it is remarkable that you wrote me about a subject I myself had in mind, and of which I had already conversed with some of our people in Percé, Gaspé Basin & Grand River. The same question was put to me by almost everyone of importance I met: Does Mr O'Leary speak French fluently? Others have also mentioned to me Mr Sutton LeBouthillier of

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2

051225

THE SENATE
CANADA

Gaspe Basin.

Dr Gauthier is impossible and Mr Sirois, the 4 candidates would have slight chance.

I was sorry that Mr O'Leary has passed thro' 'Percé' and even held an informal meeting of which I had previously heard nothing about. Only those who attended "high Mass" that Sunday were made aware of it. I had many visitors after the meeting and heard very nice things from those who attended. This is how, & even before you wrote me, I had come to think of him as a possible Candidate.

If he speaks French fluently

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THE SENATE
CANADA

I feel sure I could arrange for a unanimous convention in his favor. Otherwise, I am afraid, there would be almost insurmountable difficulties.

Mr Sutton LeBouthillier would undoubtedly prove the best man, but it will be quite a task to get him to accept. I had intended going to Gaspé Basin, this week, to see him, but I will put it off until I hear further from you.

Yours faithfully
D O Lespérance

Right Hon. Arthur Meighen
Ottawa

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THE SENATE
CANADA

Quebec, September 25th. 1924.

PRIVATE

The Right Honourable Arthur Meighen,
Ottawa.

Dear Mr.Meighen :-

I duly received your letter of September 6th. Re- Gaspé .

As regards Rimouski.- there is no doubt that our friends made a gallant fight . I regret, however,that owing to the intrusion of a certain element,speeches were made in support of our cause that you and all good Canadians could not countenance or approve of. " Deux noirs n'ont jamais fait un blanc" as we say in French . It is my humble opinion that you will meet with a better response,in Quebec,if the rank and file of those who follow you do not indulge in the campaign of abuses and prejudices which have been the "apanage" of the rouges and nationalists ,in the past .

There is a solid,sound element in Quebec,and I believe they are the great majority,who are sick and disgusted with this kind of oratory and literature ; the sooner the Conserva-

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tive party comes back to its old traditions the better, not only for Quebec, but for the whole country.

A good many of our friends dare not tell you the truth in this respect, for fear of antagonizing that noisy element But I feel bound in duty to put this state of affairs before you as I see it .

I have also your letter of the 12th. advising me that you intend visiting Quebec during the first week of October. I am sure that all the friends here will be delighted to see you and you will be accorded a cordial and enthusiastic reception. You may always record on my loyalty and faithfulness . If I can be of any service while you are in Quebec, I will be delighted . I do not wish to take the lead, notwithstanding the sincere desire which I have to do something personally for you while in Quebec. As I have explained to you, time and again, the stand which I took during the years that we were in power, from 1911 to 1921, when I followed the conservative party through thick and thin, has antagonized many of the deserters, who have now come back and are ready to follow you. Through their pusillanimity, or cowardice, they have ruined the conservative party in Quebec, but they are not frank and broad enough to admit of their mistake. So there must be victims; I am willing to be one of these victims, if it may help you and our cause .

Yours faithfully and sincerely,

D O L Esperance

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CANADA

051228

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Ottawa, Sept. 6, 1924.

Honourable D.O. L'Esperance,
Percé,
P.Q.

My dear Senator:

I have just returned from the Maritimes and find your letter of the 29th August. First, as to Gaspé, I was staying with Mr. Richard O'Leary at Rimouski where Grattan O'Leary (no relative) worked as a young man for some time. He says that in those days Grattan spoke French well. This means he would not have much trouble mastering the language again.

I understand the difficulties against which we did battle in Rimouski, and not the least would be the speeches of Conservatives made against myself some years ago. Of course on the other hand the speeches of Liberals now in the Government, and supporting the Government, could be quoted with perhaps equal effect. The conduct of the Liberal party, and especially of such men as Lapointe and Cannon, is really the most dangerous kind of treason. The hope of ever getting a united country here disappears if men are to indulge in these base appeals and racial misrepresentations merely to

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carry counties. Perhaps they never went further than they did this time in Rimouski. Surely the people there don't propose to be humbugged forever.

I propose to speak to the people of Quebec as I speak to the rest of Canada. So far as my observation goes I can find no difference except this, that they give me a rather better time than is the custom in other parts. I am glad to have your encouraging words that the campaign of prejudice is losing ground. Certainly I shall keep moving steadfastly on, labouring as best I can to gain the confidence of the people of your province.

You of course received my letter of Aug. 16 in reply to your previous letter.

Yours very truly,

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THE SENATE
CANADA

Private

Percé Aug 29th 1924

Dear Mr Meighen.

I have not received any reply from you to my letter in answer to yours re our friend O'Leary.

I had wanted to see Mr Sutton LeBouthillier, of Gaspe Basin, but have put it off until I hear from you.

I have been to Rimouski twice, the last time, was away 4 days.

The only or, at least, the best argument of our opponents there is to quote the sayings & writings of the Conservative & Nationalist leaders against yourself and the conscriptionists in 1917 and since. Sauvé, Bourassa, Patenaude, Lavergne Mondou and even Chapais are quoted and made to say that conscription was an infamous law that you were "Un

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THE SENATE
CANADA

"homme néfaste" (Style Bourassa) ou "le plus grand ennemi de la Province de Québec (Style Mondou).

There is undoubtedly a strong reaction taking place in Quebec against the present King-Lapointe-Foote Combination.

Had our friends not deserted us in 1917, and therefore supply our opponents with the only effective weapons that they can use against you today, I have no hesitation to say but that we would sweep Quebec on the fiscal question alone. The progressive party is not popular in Quebec. Gouin's attitude on the Budget, with Mitchell & the others, has created a profound impression with our sane farming population.

L'Ecrivement is doing good and effective work in slowly but surely

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spreading the Gospel of independence and preaching a sound fiscal policy. ~~A~~ Twelve hundred families have subscribed to L'Evenement in Rimouski County alone, during the last two or three weeks. Even the liberals openly say they have to read L'Evenement in order to get at the truth. "Le Soleil" has no moral standing.

Have confidence, and trust Quebec, it will trust you.

The campaign of prejudices which, unfortunately, was assisted by so many of our own, is fast losing ground. I am more hopeful and sanguine than ever of our ultimate and very near success.

Yours Sincerely

D. O'L. Esperance

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051233

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Ottawa, March 2nd, 1925.

Dear Senator L'Esperance:

Thanks for yours of the 26th, with regard to Gaspe. I have had the opportunity of reading many letters from that county and prospects seem very fair.

Yours very truly,

Hon. D.O. L'Esperance,
The Senate,
Ottawa.

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051234

THE SENATE
CANADA

PRIVATE

Quebec, February 26th. 1925

Right Hon. Arthur Meighen
Leader of the Opposition.
Ottawa.

Dear Mr.Meighen :-

I enclose with pleasure ~~copy of a~~ letter just received from a good friend of mine:Mr.W.P.Renouf,merchant of Grand River. Mr.Renouf is a well known and well informed man in the county of Gaspé.He has always been very active on behalf of the conservative cause and was mentioned at one time as a possible candidate .

Since my interview with you in that respect,I have written to Mr.Chs.Biard of Percé and I have received a letter from Mr.Biard a couple of days ago,but as he does not mention anything on this subject, I presume his letter was written before he had received mine. I expect to hear from him shortly.

You no doubt have received accounts from other sources,but I thought that Mr.Renouf's letter might be interesting to you and our friend O'Leary.

Faithfully yours,

D. O. L'Espérance

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051235

Gaspé — R U

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TRANSLATION.

Cap-Chat, Co. Gaspe, 2 Mar. 1925.

Hon. Arthur Meighen,

Ottawa.

not attached when filed

Honourable Sir:

Permit me to send you copy of a letter which I am sending by the same mail to the Manager of "L'Action Catholique" in refutation of the article by its editor Mr. Ferdinand Bélanger, which you have doubtless read.

By the same mail I am communicating to Hon. Mr. Belley at Quebec all information regarding this matter.

Our adversaries must indeed be very frantic and harassed to use such methods.

Please accept the assurance of my respectful sentiments, and believe me,

Honourable Sir,

Yours very truly,

(Signed) J. Gustave Roy.

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051236

Gaspé 356

5/3/25

Monsieur Joseph Duguay,
Ste. Adelaide de Pabos,
P.Q.

Cher Monsieur Duguay:

J'ai justement la vôtre du 1 mars. Ceci est la seule critique que j'ai reçue par rapport à l'assemblée qui a eu lieu à Gaspé. Je suis peiné qu'il y ait eu des difficultés et des malentendus d'aucune sorte.

Par rapport à mon attitude propre, je me tiens à l'idée que le choix d'un candidat doit rester aux conservateurs de l'arrondissement, et n'est pas du tout de ma responsabilité. Je connais très bien M. O'Leary et j'ai une bonne opinion de lui, mais je n'entraverai pas le choix des conservateurs de l'arrondissement. Tous les rapports qui me sont parvenus étaient à l'effet que la convention était représentative et enthousiaste. Depuis la réception de votre lettre j'en ai causé avec M. O'Leary qui m'a dit qu'il n'avait rien à faire avec la convention, et que même il ne savait pas qu'elle aurait lieu jusqu'à peu de temps avant le jour de l'assemblée. Je puis vous assurer que M. O'Leary ne se serais jamais prêté à quelque chose déloyale le moindrement. Il m'a

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avisé qu'il est à faire une enquête pour s'enquérir de la regularité de la convention.

En terminant je desire vous exprimer mon grand désir que vous fassiez tout en votre pouvoir pour que les difficultés soient évitées et que l'unité soit assurée. Si il y a l'unanimité que je crois a toujours existée je puis dire que les conservateurs de Gaspé doivent être felicité du talent et de la force du candidat qu'ils ont choisi.

Votre tout dévoué,

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Dear Mr. Duguay:

I am just in receipt of your letter of the 1st March. This is the only criticism I have received as respects the convention held in Gaspé. I am extremely sorry if there is any difficulty or friction of any kind.

As regards my own attitude I invariably take the ground that the choice of a candidate is for the Conservatives of the riding, and in no way is of my responsibility. Mr. O'Leary I know very well and have the highest opinion of him but I would not in any event interfere with the choice of the Conservatives of the riding. Every report which has reached me is to the effect that the convention was entirely representative and enthusiastic. Since your letter was received I have spoken to Mr. O'Leary and he advised me he had nothing at all to do with the convention, indeed he did not know it was to be called until shortly before it was held. I can assure you that Mr. O'Leary could not be persuaded to be a party to anything unfair in the least degree. He advised me he is making enquiry as to the regularity of the convention.

I close by expressing my utmost appeal to you to do everything in your power to see that all friction is prevented and the utmost unity secured. If the unanimity which I have always believed has existed I am free to say the Conservatives of Gaspe are to be congratulated on the ability and strength of the candidate they have chosen.

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Exact

Ste Adelaïde de Pabos.
Mars 1/1925.

Honorable Arthur Meighen.
Chef d'opposition.
Ottawa.

Honorable Monsieur :—

Je vous inclus dans la présente, une lettre de Mr. Ernest Sirois, à moi adressée de Petit Cap. Gaspé; lors d'un appel de convention conservatrice à Gaspé le 2 Fevrier dernier.

Je veux par ceci attirer votre attention sur le fait, qu'un certain nombre de gens, liberaux en partie, avaient commandé cette reunion à l'insue de Sirois notre Ancien lutteur pour Ottawa à la dernière élection, sans l'en avoir avertis, de même que plusieurs de ses amis.

Approuvez-vous une conduite t-elle, pour un nombre de conservateurs, s'ils le sont, de convoquer une assemblée pour le choix d'un deputé; sans en donné avis à tous les chefs interessés, de même qu'à l'ancien deputé.

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051240

(2)

Honorable Arthur Meighen. —

Nous ne critiquons pas la possibilité d'un choix de Mr. O'Leary en remplaçant de Ernest Sirois, Mais ne vallait-il pas mieux avoir le Support de tous les gens bleus du Comté; que de faire un assaut à la sourdine.

De plus, Honorable Chef est-il vrai que vous appuyez O'Leary pour Gaspé, ignorant Gauthier et Sirois.

Avant d'en appeler à nos amis qui comme moi sont fachés de cette façon d'agir, et n'aimeraient pas se faire imposer un homme sans l'approbation de la Majorité, je voudrais connaître votre attitude presente en la Matière.

Veuillez Sil vous plait, me donner un resumé ce qu'on a pu vous transmettre de details concernant atte convention fortuenie.

Vous remerciant de votre haute considération.

Veuillez me croire,
Honorable Monsieur.
Votre dévoué.
Joseph Auguay. M.L.S.

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Cloridorme, 17 fev 1891.

Mons. joseph Duguay, M.C.S.

Ste Adélaide.

Mon cher Jos.

J'apprends par accident qu'une convention sera tenue à Gaspé vendredi. Je ne sais qui est en tête de ça. Dans tous les cas ce ne sont pas les chefs car je n'ai pas eu aucun avis en conséquence. Je compte que mes amis seront là en masse pour prendre mes intérêts. Il m'est impossible de m'y rendre. Télégraphie moi jeudi ici pour me dire l'heure de la convention.

A tous et à la tête.

J. Montbriand
M.P.

Je me demande si c'est pour le fédéral ou provincial. Je compte sur vous tous.

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J'ai droit à une revenge et je suis le seul de ceux qui ~~ont pas~~ pouvaient s'en occuper qui ont défendu publiquement les intérêts du parti depuis que j'ai dans le comté

Adresse J. Ernest Lévis
Petite Anse
Co. Gaspé.

051243

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CANADA

051243

356

Ottawa, 9 mars, 1925.

M. Gustav Roy,

Cap-Chat,

P.Q.

Cher M. Roy:

J'ai la vôtre du 2 mars, et aussi copie de votre lettre à l'Action Catholique. J'avais déjà lu l'attaque contre moi et M. O'Leary dans l'Action Catholique.

L'injustice de l'attaque dans l'Action Catholique est accentuée par les faits suivants:

1. Je ne savais pas que la convention devrait être tenue jusqu'après qu'elle a été appelée.
2. M. O'Leary m'a dit qu'il ne savait pas que la convention aurait lieu jusqu'à elle fut appélée.
3. M. O'Leary et son journal a toujours plaidé pour l'abrogation ou la modification du règlement 17, et pour que l'enseignement de français soit obligatoire dans les écoles.

Puis-je exprimer l'espoir que toutes difficultés soient évitées et que vous ferez tout votre possible pour que l'harmonie et l'enthousiasme soient assurées. Dans ceci je sais que M. O'Leary va cooperer.

Votre tout dévoué,

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051244

J'ai la vôtre du 2 courant, et aussi copie de votre lettre à l'A.C. J'avais dé jà lu l'attaque contre moi et M. O'L. dans l'A.C.

L'injustice de l'attaque dans L'A.C. est accentuée par les faits suivants.

1. Je ne savais pas que la convention doit avoir lieu jusqu'àpres qu'elle a été appelée.

2. M. L'L. m'a dit qu'il ne savait pas que la convention aurait lieu jusqu'à ~~peu de temps avait qu'~~elle fut appelée.

3. M. O'L. et son journal a plaidé toujours pour l'abrogation ou la modification du règlement 17, et pour que l'enseignement de français soit obligatoire dans les écoles.

Puis-je exprimer l'espoir que ~~les~~ toutes difficultés soient évitées et que vous ferez tout votre possible pour que l'harmonie et l'enthousiasme soient assurées. Dans ceci j'en suis sûr que M. O'L. vous coopérera

Votre tout dévoué,

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TRANSLATE.

051245

Dear Mr. Roy:

I have your letter of 2nd March and note contents and as well your reply to L'Action Catholique. I had read the attack on myself and Mr. O'Leary in L'Action Catholique.

The injustice of the attack in L'Action Catholique is emphasized by the following facts:

1. I was not aware of the calling of the convention in Gaspe until the same had been called.

2. Mr. O'Leary advises me that he also was unaware of the convention being called until it had been called.

3. Mr. O'Leary and the paper with which he is connected have consistently advocated the repeal or modification of Rule 17 and the compulsory teaching of French.

May I express the hope that no friction will arise in the county of Gaspe and that you will use every effort to bring about the utmost harmony and enthusiasm. In this I am sure Mr. O'Leary will co-operate.

Yours very truly,

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051246

Cap-Chat; Co. Gaspé 2 Mars 1925.

L'Hon. Arthur Meighen,

Ottawa.

Honorable Monsieur;-

Permettez-moi de vous adresser une copie de la lettre que j'adresse, par la même malle au directeur de"L'Action Catholique", en refutation de l'article de son rédacteur Mré Ferdinand Bélanger, dont vous avez lu sans doute.

Par la même malle, je communique lo toutes les informations à l'hon, Mr. Belley à Quebec, de toutes cette affaire.

Il faut donc que nos adversaires soient bien affolés et harcelés pour employer de semblables moyens.

Veuillez agréer l'assurance de mes sentiments respectueux, et me croire,

Honorable Monsieur,

Votre tout dévoué,

J. Gustave Roy

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Poor copy

051247

Cap-Chat, co. Gaspé, 2 de Mars 1925

Mr. Jules Dorion, Directeur,
L'Action Catholique,
Québec.

Cher Monsieur;-

Permettez-moi de refuterl'article de votre rédacteur, Mr. Ferdinand Bélanger, paru dans L'ActionCatholique du 26 février dernier, inséré en troisième page, intitulé: "Une belle idée de Mr. Meighen", et dégager la responsabilité du parti conservateur et de son chef, de l'imputation toute gratuite et de l'insinuation fausse y contenus.

Réellement, si toutes les imputations faites à charge à la réputation de Mr. Meighen sont de la valeur véridique de celles-ci, on peut juger de la valeur morale de la compagne de dénigrement lancée contre le chef conservateur dans la province de Québec. Procédant par synthèse, Mr. Meighen , chef reconnu du parti conservateur, est-il un homme renseigné et habile? Le parti conservateur jouit-il d'une organisation régulière en ce pays? Sans doute, oui. Tout homme sensé l'admet. Or, comment peut-on lui imputer le choix de Mr. Grattan O'Leary comme candidat pour représenter le comté de Gaspé, quand l'organisateur en chef du district de Québec, l'hon. L.G. Belley n'y a pas pris part, quand l'organisateur local du parti n'en a pas été informé; ni qu'aucuns des derniers candidats conservateurs dans le comtéfussent invitésà cette convention; ni même les chefs conservateurs réputés et reconnus. Donc, Mr le Directeur, en toute justice, on ne peut imputer au parti conservateur, et à son chef, le choix de Mr. O'Leary, puisque le simulacre de convention qu'il y eut, fut organisé et convoqué par des hommes au service du parti libéral depuis plusieurs années, et sans l'autorisation des têtes dirigeantes du parti conservateur.

Pourquoi cette mise en scène,? question que pourront se poser les gens peu informésdes coteries politiques. De répondre avec tous les auteurs de droit criminel: "Cherches à qui le crime profite ". Or, cette manoeuvre assez habile, si elle n'était pas mise au point , ne pouvait servir qu'aux libéraux en empêchant le vote flottant dans le comté, fatigué de la tutelle des Messieurs Lemieux, de se rallier au parti conservateur.

Je ne tirerai pas les conclusions logiques de cette odieuse supercherie, Mr. le Directeur, laissant à ceux directement intéressés, la tâche de démontrer l'impair commis par votre journal, et la fourberie des auteurs de cette manoeuvre injuste pour ne pas dire malhonnête. On ne peut trop flétrir de pareils procédés.

Le parti conservateur est un parti suffisamment reconnu et organisé en notre pays, il me semble, et je ne sache que l'on puisse l'inculper sans qu'aucuns de ses chefs soient mis en cause, sans leur assentiment et ni participation.

J'ose espérer, Mr. le Directeur, qu'après informations prise à source autorisée, chose facile, votre journal, dont je tiens en haute estime, et pour valable considérationmorale, réparera l'injustice commise.

J'ai l'honneur d'être, Cher Monsieur,
Votre très humble serviteur,

Gustave Guy
candidat dans Gaspé
& organisateur Fédéral

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051248

Cap-Chat, Co. Gaspe, 2 Mar. 1925.

TRANSLATION.

Hon. Arthur Meighen,

Ottawa.

Honourable Sir:

Permit me to send you copy of a letter which I am sending by the same mail to the Manager of "L'Action Catholique" in refutation of the article by its editor Mr.Ferdinand Bélanger, which you have doubtless read.

By the same mail I am communicating to Hon. Mr. Belley at Quebec all information regarding this matter.

Our adversaries must indeed be very frantic and harassed to use such methods.

Please accept the assurance of my respectful sentiments, and believe me,

Honourable Sir,

Yours very truly,

(Signed) J. Gustave Roy.

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051249

Cap-Chat, Co. Gaspe, 2 March, 1925.

TRANSLATION.

Mr. Jules Dorion,

Manager, L"Action Catholique",

Quebec, P.Q.

Dear Sir:

Permit me to refute the article by your editor, Mr. Ferdinand Belanger, which appeared in L'Action Catholique on 26th February last, appearing on page three, entitled, "Mr. Meighen's Good Idea", and clear from responsibility the Conservative party and its Leader of the gratuitous charge made and of the false insinuation therein contained.

Really if all the charges made against the reputation of Mr. Meighen are of the value of this as to veracity, we can judge of the moral value of the campaign of disparagement launched against the Conservative leader in the province of Quebec. Proceeding by synthesis: Is Mr. Meighen, the recongized head of the Conservative party, a well informed and able man? Does the Conservative party enjoy a regular constitution in this country? Without doubt, yes! All common-sense men admit it. Now, how then can we impute to him the choice of Mr. Grattan O'Leary as candidate to represent the county of Gaspe, when the Chief Organizer of the district of Quebec, Hon. L.G. Belley, took no part, when the local organizer of the party was not informed, nor were any of the former candidates of the county invited to this convention, not even the reputed and recognized Conservative leaders. So, Mr. President (Manager) in all justice we cannot impute to the Conservative party, and its leader, the choice of Mr. O'Leary because the sham convention that was held was organized and called by men for years in the service of the Liberal party, and without the authorization of the directing heads of the Conservative party.

Why the staging of this scene? Question which might be asked by less-informed political coteries. To be answered with all the authors of criminal law: "Find whom the crime profits". Now, this able enough manoeuvre if issue were not taken, could serve none other than the Liberals in preventing the wavering vote of the county tired of the guardianship of the Misters Lemieux, from rallying to the Conservative party.

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051250

I will not draw the logical conclusions of this odious trickery, Mr. President, leaving to those directly interested the task of showing the wrong committed by your journal, and the knavery of the authors of this injust, - not to say dishonest, manoeuvre. Such proceedings could not be too highly stigmatized.

The Conservative party is sufficiently recongized and organized in our country, it seems to me, and I do not see how it can be accused ~~without~~ with none of its heads having being a party to it, nor having given their assent nor having participated.

I venture to hope, Mr. President, that after seeking information from authorized sources, an easy thing to do, your journal which I hold in high esteem, and for good moral considerations, will repair the injustice committed.

I have the honour to be, dear Sir,

Your humble servant,

(Signed) J. Gustave Roy,

Ex-candidate for Gaspé and

Local Organizer.

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Ottawa, Ont., 9th March, 1925.

Dear Senator L'Esperance,

Yours of the 7th instant reached me this morning. I have asked O'Leary to get in touch with you tomorrow evening.

Yours very truly,

The Honourable D.O.L'Esperance,
Quebec, Que.,

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Private

THE SENATE
CANADA

Quebec, March 7th.1925

Right Honorable Arthur Meighen,
Leader of the Opposition.
Ottawa.

Dear Mr.Meighen :-

I am in receipt of a couple of important letters from the county of Gaspé which, I think, might be of some interest to Mr.O'Leary.

I will be in Ottawa on Tuesday evening next and if Mr.O'Leary will call me up, I will be pleased to go over those letters with him, before I reply to the different parties. As I have not Mr.O'Leary's address, I take the liberty to address you directly .

Yours faithfully.

D.O.L. Esperance

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Ottawa, March 12, 1925.

Dear Monty:

I have just received your letter of the 11th March, enclosing letter from Mr. Sirois with reference to the recent convention and nomination in the county of Gaspe. I think you will agree that on my part it is not proper to interfere with the choice of conventions. This course I have always pursued and did so in the case of the county of Gaspe. As a matter of fact I had not heard that any convention was to be called at all until about five or six days before the actual holding of the convention. Furthermore, I do not think Mr. O'Leary was in any way instrumental in having a convention called, but, on this point, of course, he can speak for himself. As to whether it was regularly called or not, of course, I cannot say as I do not know the circumstances at all. In view of the point which Mr. Sirois has raised I have suggested to Mr. O'Leary that he take an early opportunity of going down to the riding and looking thoroughly into the matter. It will be very regrettable indeed if friction arises from any cause, just or unjust, and I sincerely hope Mr. O'Leary on

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his part and Mr. Sirois on his part will both endeavour to take such a course as will remove any friction and bring about unity and harmony.

I am pleased to see in Mr. Sirois's letter the very fair line he takes with regard to Mr. O'Leary. This is, I am sure, reciprocated as far as the latter is concerned. Mr. O'Leary is a very likeable and brilliant young man and one who would be the least to take advantage of any circumstances unfair to a rival.

Yours very truly,

Hon. Rodolphe Monty,
Versailles Bldg.,
90 St. James St.,
Montreal, P.Q.

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JEAN C. MARTINEAU, LL.M.

Montreal, March 11th/1925
CANADA.

My dear Mr. Meighen:-

Please find herein enclosed copy of a letter I received from Mr. J. Ernest Sirois who is living at Grande-Rivière, in the County of Gaspé, and who was the Conservative Candidate in 1921 in that county. As Mr. Sirois and many others are under the impression that Mr. O'Leary has been chosen as candidate in Gaspé at your suggestion, I thought it of my duty to send you copy of that letter, so that you may be aware of the situation.

I regret very much to have to trouble you with my letter and the one from Mr. Sirois, but I thought to do so would be in the interests of our Party. You will excuse me for this and believe me

Always yours faithfully,

RM/ED

Rodolphe Monty

To the Right Honourable Mr. Arthur Meighen,
House of Commons,
Ottawa, Ont.

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Grande Rivière,

Comté de Gaspé, 28 février 1925.

Hon. Rod. Monty,

Montréal.

Cher Monsieur Monty,

Depuis quelque temps les journaux se plaisent, assez justement je crois, à vous appeler le chef conservateur du Québec. Par votre courage, votre travail et votre initiative vous méritez certainement de l'être et devez être considéré comme tel par tout bon conservateur. C'est à ce titre que je vous écris aujourd'hui et pour me rendre au désir déjà témoigné de me lire souvent.

Je me rends compte qu'il me sera un peu difficile et gênant de vous faire le rapport qui va suivre car ce sera un plaidoyer "pro domo" sous plusieurs rapports et je pourrais courir le risque de me faire répondre qu'il faut prendre sa pillule quand on nous la donne.

Je vous dirai d'abord que rien ne me révolte autant qu'une injustice et ensuite que l'éducation que j'ai reçue m'a toujours fait respecter l'autorité en politique comme ailleurs.

En 1908, 1911 et 1912 sans gratification aucune j'ai pris dans Kamouraska une part très active aux élections qui s'y sont tenues. Je suis dans Gaspé depuis 1915. En 1916, quoique d'autres eussent pu le faire avec peut-être plus d'éloquence et

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de capacité, j'ai été le seul à soutenir le candidat conservateur autour de notre immense comté qui couvre deux cent milles de côtes et où les moyens de transport manquent complètement. En 1921, dans les mauvais jours du parti j'acceptais de prendre le drapeau en main et si j'ai failli j'étais en compagnie de soixante et quatre autres dans la province avec cette différence que je le fis pratiquement seul et sans secours dans un comté qui est une petite province à couvrir.

Si comme je l'ai essayé quelquefois, j'avais pu induire nos chefs à venir, depuis 1921, visiter notre comté et en faire le tour avec moi je ne serais pas à la peine de vous faire perdre tant de votre temps à me lire.

Avez-vous été avisé qu'une convention avait été tenue à Gaspé Bassin vendredi le 20 du courant ?
Les avis ont été envoyés par le comité conservateur de Gaspé qui n'existe pas en fait. Les organisateurs sont d'anciens libéraux ou des gens qui n'ont pas l'habitude de voter. On a choisi le temps où il me faillait faire 65 milles de voiture dans les montagnes pour me rendre à Gaspé pour convoquer cette convention. La veille de mon départ je veillais avec ces organisateurs et ils ne m'ont jamais avisé de la chose. N'eût été le dévouement de quelques amis et le télégraphe je n'aurais jamais pu me rendre là pour rencontrer ces messieurs qui me mallaient un avis le 21, lendemain de la convention. Renouvelant les fatigues et les dépenses du voyage, sur leurs instances, j'ai retourné de suite aussitôt arrivé à mon point de destination où j'étais appelé par les exigences de ma profession d'arpenteur. Je leur ai dit appuyé par quelques amis que je refusais leur convention et qu'il y aurait deux candidats conservateurs à la prochaine élection si leur position

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n'était pas régularisée car je croyais, comme je le crois encore, pouvoir compter sur l'appui des chefs.

Le candidat choisi est un Irlandais du nom d'O'Leary (qui d'après eux à l'appui de l'hon. Meighen) qui, il y a quelques trente-cinq ans, voyait le jour à Irish Town, rang en arrière du village de Percé. A l'âge de 15 ans à peu près il laissait le pays. Il a certainement du talent car depuis il a fait et fait peut-être encore partie de la presse canadienne à Ottawa et il écrit dans McLean Magazine. Je n'ai pu savoir s'il demeurait à Ottawa ou à Toronto. Les 9/10 de la convention se composaient d'Irlandais de sa localité. Tout cela est très bien et ce n'est pas au choix mais à la convention même que je m'objecte.

Maintenant, je me demande, si je dois laisser faire les choses, car je pourrais si non rallier tous mes partisans du moins le grand nombre à la candidature de l'autre. A mon sens, il faudrait une autre convention à laquelle les chefs seraient présents. Il faudrait que cette convention fut appelée par le comité central parce que nous n'avons pas d'organisation locale, que le comité m'autorise ou me fasse autoriser quelqu'un pour appeler la convention. Je fournirai les noms des délégués et parmi ces derniers il y aura des partisans de O'Leary qui étaient à l'autre convention. Je veux les choses régulières et ne veux d'injustice pour personne. On dit que M.Belley ne fait plus partie de l'organisation et que le sénateur Lespérance le remplacera. Je me demande s'il rachètera l'évènement. J'ai trop fait de sacrifices pour le parti, donné trop de mon temps, de ma personne et de mon argent; nos chefs dans la province ont trop souffert de l'injustice pour que j'avale celle-ci sans tousser.

J'attendrai vos avis et vos conseils en restant dévoué comme toujours aux intérêts du grand parti conservateur, si ses parti-

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sans veulent garder une conduite digne de ce parti. Si ce mouvement pour OLLeary eût été lancé par de bons bleus il y aurait eu entente préalable d'une manière quelconque et tout ceci aurait été évité. D'une manière ou de l'autre la chose est regrettable mais je ne m'en tiens pas responsable.

Bien à vous.

(Signé) J.ERNEST SIROIS.

(Copie)-

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Versailles Building
90 St. James Street

Montreal March 14th/1925
CANADA.

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My dear Mr. Meighen:-

I have just received your letter of the 12th instant concerning the letter received from Mr. Sirois of the County of Gaspé.

I do not want any misunderstanding to arise. I did not write you in order that you interfere with the choice of conventions, -- I know it would not be proper for you to do so, -- but as Mr. Sirois says in his letter that he has been informed that Mr. O'Leary has your support and that some electors of the County of Gaspé believe that you are interfering with the choice of the convention, I thought it wise to communicate these facts to you. I am sure Mr. Sirois will be pleased with your answer and that same will contribute much to clear up the difficulties which seem to exist at the present time in the County of Gaspé.

Yours faithfully,

Rodolphe Monty

RM/ED

To the Right Honourable Mr. Arthur Meighen,
House of Commons,
Ottawa, Ont.

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Ottawa, March 24, 1925.

Honourable Rodolphe Monty,
90 St. James St.,
Montreal.

Dear Mr. Monty:

I have your letter of the 23rd. As yet it has not been possible for me to see Mr. O'Leary since the arrival of your letter. However I brought the last communication, which was to the same effect, to his attention. I urged upon him that he should take an early opportunity of visiting the county and ascertaining whether the allegation is correct that there was anything irregular in the calling of the Convention. I am sure Mr. O'Leary, who has the highest opinion of Mr. Sirois, would not countenance anything that was unfair or himself take advantage of it. At that time he agreed to go, and I believe intends to go in the Easter holidays. I am sure he is anxious to co-operate with Mr. Sirois with a view to getting the difficulties, whatever they may be, straightened out.

You might advise Mr. Sirois that it is Mr. O'Leary's intention to see him just as soon as possible, as this is the

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information he gave me when I last was speaking to him.

With kindest personal regards,

Yours very truly,

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Versailles Building
90 St. James Street

Montreal, CANADA.

March 23rd/1925

My dear Mr. Meighen:-

As there seems to be a discord amongst our friends in the County of Gaspé, I take the liberty of sending you copy of the letter dated March 15, 1925, which I have just received from Mr. J. Ernest Sirois of Grande-Rivière, Que. As there may be time yet to put a stop to dissensions which may only be prejudicial to us, you might communicate without delay with Mr. O'Leary. I aim to nothing else in sending you copy of Mr. Sirois' letter. It is obvious that, in a county like the County of Gaspé, if our friends are not united we are surely going to be defeated. It is evident that Mr. O'Leary, from the reports I receive, has no chance in the County of Gaspé.

I know you will not like to interfere in this matter, but, as the people seem to make you support the responsibility of the convention in the County of Gaspé, you might see Mr. O'Leary about this matter and ask him to look into it; he is the most interested.

You understand that it is impossible for me to interfere in this matter, because the County of Gaspé belongs to the Quebec District, and I always understood that each district is independent as well as each province and an

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Montz & Duranleau

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outside intervention is always unwelcome and very dangerous.

Yours faithfully,

RM/ED

Rodolphe Monty

To the Right Honourable Mr. Arthur Meighen,
House of Commons,
Ottawa, Ont.

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PETITE ANSE, 15 mars 1925

Hon. Rodolphe Monty,
Montréal.

Cher monsieur,

On me retourne ici votre honorée du 6 et l'on me dit que, suivant mes instructions, on vous aurait autorisé à faire tenir une copie de ma lettre à notre très Hon.Chef,M. Meighen. C'est parfait; si vous ne l'avez pas déjà fait vous pouvez le faire.

Les événements ont marché depuis ma dernière.Plusieurs, comme je le faisais moi-même, s'opposaient surtout au mode de convention tenue sans ne rien trop dire de M. O'Leary qui était alors connu comme le bonhomme dans la lune. Mais depuis, l'Action Catholique, le Soleil, le Droit d'Ottawa et l'Evènement de Québec l'ont fait descendre de ces hauteurs et maintenant, il est plutôt connu comme Barabas dans la passion et est tout aussi populaire que ce dernier parmi la population conservatrice de Gaspé.

Cette convention aura servi non seulement à faire du mal au parti pour lequel nous nous battons sans cesse - dans l'ombre cependant parce que sans direction - mais elle fournit l'occasion de discréditer notre Chef et de faire de la réclame pour l'Hon. Lemieux qui sera encore candidat aux prochaines élections.

Il est certain que, de la manière dont les choses vont, le Québec sera encore en triste posture après le prochain appel au peuple. Comment voulez-vous que nous sachions à qui nous adresser à Québec quand vous ne le savez pas vous-même? Comment voulez-vous que dans ces conditions nous puissions (avec l'initiative privée et malgré tous les efforts) arriver à des résultats satisfaisants.

Je regrette comme vous l'absence de M. Belley du comité de Québec. Il avait peut-être le défaut de ses qualités mais c'était un chef droit et loyal sur lequel l'on pouvait compter et dont les conseils judicieux (quoiqu'on en pense) étaient toujours bien reçus de ceux qui ont été formés avec le respect de l'autorité.

Si tout ce que l'on dit est vrai, notre chef que je respecte et que j'ai choisi avec les autres à notre convention qui a précédé la session de 1922, mais contre qui il y a bien des préjugés, aurait mieux fait de développer ses énergies à faire garder M. Belley à la tête du comité de Québec qu'à permettre au Journal d'Ottawa ou à l'Orange Sentinel de venir dans Gaspé essayer de nous imposer un des leurs comme candidat conservateur.

J'ai écrit l'autre jour à M. Belley mais

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sa réponse - s'il y en eut une - ne m'est pas encore parvenue ici.

Pour terminer, j'ajouterai que j'étais opposé à la convention, maintenant je suis opposé à son choix afin de rester fidèle et loyal à la majorité de ceux qui m'appuyèrent en 1921 et je me verrai dans la triste obligation de combattre cette candidature si elle se rend à l'élection.

Je vous autorise à communiquer toute ma correspondance (copie) à M. Meighen et au comité à Québec si vous en découvrez le nom des officiers et leur adresse. Soyez assuré que, quand on respectera les idées et les principes pour lesquels nous avons toujours lutté, vous trouveres toujours en moi un serviteur tout dévoué aux intérêts du parti.

Adressez toujours à Grande-Rivière où l'on sait me trouver. Les exigences de la profession m'obligent à me déplacer souvent.

Votre tout dévoué,

(Signé) J.ERNEST SIROIS,

A.G.

Vraie Copie
Rodolphe Monty J.

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Ottawa, July 11, 1925.

Dear Mr. Flynn:

It is necessary, I think, that I should write you with respect to the candidature of Mr. Grattan O'Leary in the county of Gaspe. The letter is addressed to you because I know how closely you have been associated with Mr. O'Leary and with the Conservative party in Gaspe generally.

Very unfortunately Mr. O'Leary has been of late weeks found to be suffering from incipient diabetes. The disease can be overtaken but it has progressed so far that the utmost care in the way of diet and rest is absolutely essential. After consulting with several physicians he has decided to take a trip to Australia, the chief hope being that the sea voyage going and coming will be of very great benefit to him.

This being the case Mr. O'Leary has, after consultation with myself, decided to place his resignation as candidate in the hands of the executive of Gaspe County. He does so with the very greatest reluctance, a reluctance in which I share personally for the reason that he and I have been close friends for many years, and I was most hopeful of having him associated with me in the House of Commons, a sphere in which he is very peculiarly qualified to occupy. Mr. O'Leary, however, is prepared

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to leave the matter of his candidature entirely in the hands of the executive and leave them free to accept it any time they choose and take steps to nominate a successor. If on the other hand the committee should feel that they would prefer to take chances on Mr. O'Leary being able to return in time and remain as candidate, he leaves them free to hold the resignation. He cannot, however, return until, I understand, about the middle of October.

This letter is for the purpose of explaining to you the exact position and of letting you know that all the circumstances are known to me personally. When the election will take place no one can say, but it seems altogether probable it will take place this fall, perhaps in the month of September, perhaps in October. To my mind it is more likely to be in one of those two months than later. It is doubtful indeed if the Government has come to any decision itself and the above is only my sincere judgment of what is probable.

It is a matter of very keen regret to myself that this misfortune should have overtaken Mr. Grattan O'Leary. You

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will feel about it just as I do myself. All that can be done is to hope for the early recovery of our friend, to make the best of the circumstances meanwhile, and this I am sure will be the determination of our friends in the county of Gaspe.

Yours sincerely,

W.A.E. Flynn, Esq.,
Barrister,
Perce, P.Q.

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W. A. E. FLYNN
ADVOCATE, BARRISTER, ETC.
PERCE, QUE

356

July 14th 1925.

Rt. Honorable Arthur Meighen
M.P.
Ottawa.

Dear Mr. Meighen.-

I received your letter of the 11th instant and at the same time one from Mr. Grattan O'Leary . It certainly was a great shock to me and it will be a great one to the many friends Mr. O'Leary has in this county to hear that he is unwell and that his condition, is such, as to prevent him from doing any election work for the next few months. This will be a great drawback to our prospects which are bright ,but the essential and the only thing for him to do is to take, immediately, all possible means to restore his health to a normal state .

In the meantime I will strongly urge on our friends to leave the matter of selecting another candidate ~~till~~ in abeyance till the dissolution of the house ,with the hope that Mr. O'Leary will have time to return, invigorated and ready for the fray. Should however, dissolution of the house occur while Mr. O'Leary is absent, it will be imperative to select another candidate.

If Mr. O'Leary had visited the county in its entirety I would suggest putting him in nomination, even in his absence . I would then go around the constituency in his name ,but as he is unknown personally to a considerable section of the population I think it would be unfair both to Mr. O'Leary and to the electors to nominate him in his absence.

Please accept the assurance of my entire de

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W. A. E. FLYNN
ADVOCATE, BARRISTER, ETC.
PERCE, QUE

devotion to our common cause and my best wishes for your success in the coming fight.

Yours faithfully,

W. A. E. Flynn

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051271

Ottawa, July 28, 1925.

Dear Sir:

Your letter of the 24th instant reached Mr. Meighen last evening just as he was about to take the train and too late for him to send a personal reply. As he will not be back to Ottawa for some weeks he asked me if I would acknowledge your letter this morning and say that he had mentioned the matter to Dr. Tolmie our chief organizer last night. Mr. Meighen would, of course, be glad of the services of all our friends in Gaspe County and much appreciates your offer. He handed your letter to Dr. Tolmie last evening for use when the campaign comes on.

Yours faithfully,

Fred Kennedy, Esq.,
663 St. Urbain St.,
Montreal, P.Q.

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356.

Ottawa, July 28, 1925.

Dear Dr. Tolmie:

Herewith is a letter from Fred Kennedy of Montreal together with copy of reply which has been sent.

Yours faithfully,

Hon. S.F. Tolmie, M.P.,
House of Commons,
Ottawa, Ont.

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House of Commons
Canada

Ottawa, July 30, 1925.

A.W. Merriam Esq.,
House of Commons.

Dear Mr. Merriam:-

I beg to acknowledge receipt of your letter of July 28th, enclosing letter from Mr. F. Kennedy of Montreal, together with copy of your reply. Dr. Tolmie has communicated with Mr. Kennedy.

Yours sincerely,

J E Davison

Secretary, Hon. S.F. Tolmie,

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Ottawa, August 17, 1925.

Dear Mr. Smith:

I just returned from Manitoba and have before me your letter of the 11th written from Gaspe. No doubt you were encouraged by the result in New Brunswick. It had a splendid effect over the whole country. Sincerely hope it had an especially good effect in Montreal.

Speaking of Gaspe I think the seat there can be won. As you know Grattan O'Leary is the present nominee. Owing to illness and a necessary trip to Australia he has placed himself in the hands of the Conservative executive as to whether they desire to accept his resignation or not. Personally he is anxious to continue and intends going in to win.

Should he, however, be out of the contest it wouldbecome to me a French Canadian would be the proper nominee. Have had a very great deal of communication with the riding and I cannot help but think it would be a mistake to nominate again other than a French Canadian. However, you were on the ground and may have more complete information.

Sincerely hope you are in good health and becoming daily stronger. Are you to be in Montreal shortly.

Yours very sincerely,

G. Howard Smith, Esq.,
Montreal, P.Q.

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051275

Private

ONE THIRTY EIGHT McGILL STREET
MONTREAL.

Gaspé Aug 11th 25

Dear Mr Meighen

I have just had the first news from N.B. I have not full reports but the Liberal wave is O.K. Quebec will follow, it is most important that we show confidence in the final result. Quebec wants to be on winning side and I am sure that if Ontario feels we are going to win, there will be no doubt of how it will go.

As regards the riding there is a good chance of winning it even against "Lemieux" Tariffs are boss down here and the people have been fed on promises.

Louis Mac Kenzie, second Liberal Wagon, a worker of the district

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English or at least Scotch, a Protestant of religion, and will be possessed of a good type. Could easily get the seat in Ont, and would I think gain honours a very hard run & have a good chance of winning if he got the necessary financial support. It would cost about $10,000. I told him to go carefully into the affair and let me know. He is our agent here, and one of the largest holders in the district. Of course he would have to resign from our company. but I can arrange that. He is a good type of man honest, and very intelligent, of course he speaks French as well as English. If you think well of this, I will work it, and there should be no difficulty in getting the money.

Once again I congratulate you, we are carrying back, and prosperity will return to Canada, as you are sure, with your policies to accomplish this.

Yours etc

C. Hanard Smith

051276

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051277

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Ottawa, September 3, 1925.

Dear Sir:

I am enclosing you herewith copy of a cable received this morning from Grattan O'Leary. As Mr. Meighen will not return to Ottawa for some days I am passing this on to you to avoid delay.

Yours faithfully,

Private Secretary.

W.R.E. Flynn, Esq.,
Perce, P.Q.

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051278

356

Ottawa, Ont., 10th September, 1925.

Dear Sir,

Your letter of the 9th instant reached Ottawa after Mr. Meighen had left for a tour of Ontario and the Maritime Provinces. I shall send your letter on to him, but it is not possible for me to reach him with it before the middle of next week in the Maritimes.

I may say though that Mr. Meighen has invariably refused to interfere in any way with the free choice of conventions as to do so would be fraught with difficulty and danger. Upon reflection you will, I am sure, see the reason and necessity for this stand. However your communication is being forwarded.

Yours faithfully,

Private Secretary

Dr. E.P.Gauthier,

459 St. Patrick Street,

Ottawa, Ont.,

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051279

439 St Patrick Street,
Ottawa September 9th 1925

Rt Hon. A.Meighen
Ottawa

Dear Sir

I have accepted at the request of a large number of electors of Gaspe and Magdelen Islands to be the conservative candidate in that constituency at the next Federal election.

I have made an extensive tour of the county in August last, and from what I have seen myself and from the mass of correspondance from the Islands and the Main land since my return, I am positive that I will defeat Lemieux there or any other if he is afraid to come, as he has shown an inclination lately.

Now there is that O'Leary's candidature, which is an abolute nonsense under the circumstances. I understood from letters he wrote to some of his promoters overthere before he left for Australia, that he had realized that he had no chance there, and that he had decided to stay out, but now I hear that the very little group of his Irish supporters are starting a new propanganda saying that he is coming back and that he will have all the necessary funds for his campaign. I know for a fact that the liberals, knowing the poor show O'Leary would make, and also knowing the ill feeling that such candidature is bound to bring in the whole district against the conservative chiefs and against you in particular for the semi official support you have given him, are boasting Oleary as the man who can defeat anybody, simply to clear the way to their own man.

I do not believe that Oleary would persist in being a cause of defeat in Gaspe for the conservative, when we have such a good chance of success. But if he does, he should be made to understand that he will not be officially reckognized nor supported.

At any rate I am in the field and I am going to keep it till the poll day. If Oleary wants to make a test of his strenght, or the strenght of his little group, he can go ahead and he will certainly get the defeat of his life, ~~and contribute~~ and contribute to help the liberal party, for which feat he should be given a senatorship later on, as a reward.

If you can do something to clear that situation, you will greatly help the conservative party and your self.-

Yours truly,

L. P. Gauthier
M.D.

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MEIGHEN PAPERS

SERIES 3

(M.G. 26, I, Volume 90)

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Sir Lomer Gouin @ Westmount, P.Q. 051280

THE MONTREAL DAILY STAR - Friday, December 2, 1921.

"To vote for the Conservative Party means voting for the removal of the national railway headquarters from Montreal, and with them the removal of 50,000 of Montreal's population, Sir Lomer told the audience which attended last evening the fourth meeting he has held in St. Louis town hall during the present campaign.

"When Sir Wilfrid launched the Transcontinental and Grand Trunk Pacific, the country was prosperous, and immigration was pouring in at the rate of 300,000 per year, and the country had urgent need of railway accommodation to take care of and foster that immigration.

"The position, however, was different when the Government took over the Canadian Northern and Grand Trunk. The burden of the war debt was weighing heavy on the shoulders of the people, there was no flow of immigration to justify railway construction or acquisition.

"The present Government now to add to its iniquities was talking of removing the railway administration from Montreal. "If you vote for the Conservative Party, you authorize the removal of all that railway administration, the head offices, the works, and with them at least 50,00 of the population of the city. Think well over that."

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051281

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Ottawa, Ont., 4th January, 1924.

PERSONAL
CONFIDENTIAL

Dear Mr. Knowles,

Your wire just received. I presume you do not wish me to wire openly a reply. My own opinion is that Sir Lomer Gouin has never been happy in the present Government or hopeful of its future. I, of course, cannot say that his health is all right, but the opinion of those who know him best is that the condition of his health will not entirely explain his resignation. Like most other things it is doubtless the product of several causes. In Montreal they attribute it to the continual edging toward the progressives of King and Lapointe. Also in this part of the country the very strong feeling is that the government cannot last long and this consideration without doubt was, rightly or wrongly, a factor. Sir Lomer is a very hard man to see behind, but if one could, I fancy personal considerations having to do with his Chief would be found to disclose an actuating cause as well. I had word from Montreal five days ago that he would resign within a month.

With all good wishes, believe me,
Yours sincerely,

Vernon Knowles, Esq.,
Winnipeg, Man.,

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Ottawa, Jan. 4, 1924.

Sir Henry Drayton,
c/o Miss Roker,
Cumberland St.,
Nassau,
The Bahamas.

My dear Sir Henry:

Many thanks for your long series of letters.

It seems to me from memory the Halifax election took place the day you left. The result I hope has not so depressed you as to spoil your holiday. Kent followed in the wake. Possibly you have received the figures even down at Nassau. The next occurrence worthy of note among great men was the resignation last night of Sir Lomer Gouin. My analysis of the causes discloses the following as probable factors, the proportionate weight of each of which no one knows:

1. Some fear as to his health;
2. Displeasure at continual edging toward Progressive alliances and policies;
3. Incompatibility of personality with his leader;
4. The better part of valour.

At your distance, where a finer perspective can be obtained, youwwill be able to measure up the situation better

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so kindly let me have your views.

A few minor occurrences have slipped in unnoticed. We had conferences in Saskatchewan and Alberta, both successful but the latter much the better. Tolmie and I attended. We also held a few other meetings in the West.

This was followed by a series of meetings in the Laurentide counties last week - more signs of returning favour, or at least toleration than for many a day. Then something happened in Toronto New Year's day. Tommy Church went under and John Currie went through to the Antipodes.

You may recall that W.L. MacKenzie King is now Prime Minister. He described the Halifax result as attributable to local dissentions - something that he said was very undesirable in the face of "the common foe". All, he said, were pleased with the Government's record. The Liberals at Halifax all loved the Government, but did not love one another. His explanation of the Kent result has not yet been made public. I quote as follows from a letter from Richard O'Leary, descriptive of the Government's campaign. This language is mild compared with the facts:

> "The county is plastered with Liberal orators, submerged in Liberal rum, and polluted with Liberal money. They are scared blue, and are resorting to all the tactics

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known to civilization, heathenism, idolatry, and low-down (Injun' cunning, in order to win. You never saw such a desperate lot of desperadoes in your life."

To-night I go to Toronto to see what can be done in the way of getting real busy, thence to Montreal and into the Three Rivers territory, then at the end of next week back to London for a big banquet, the largest perhaps ever held in Canada.

When are you returning. The harvest truly is ripe, but the labourers few.

Remember me to all your friends in the South, white, coloured and re-coloured.

Yours very truly,

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051285

Jno. W.

Ottawa, Ontario,
January 15, 1924.

Dear Knowles:

I have your letter of the 9th instant.

I think now the King-Crerar negotiations were pretty much of a farce. I am told on very good authority that King's proposed limited concessions were a great shock to Mr. Crerar. Probably Mr. Dunning intends using the invitation as a lever in Saskatchewan and then after winning a general election there in June, deserting his trust and coming to Ottawa.

Things are going well and I am really not very much concerned what they do. The Government is in a corner which it provided the materials for and constructed wholly itself.

Really, I cannot say when the G.G.B. campaign was conducted but from memory it was about the year

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1914-15-16.

With kind personal regards, I remain,

Yours very truly,

Vernon Knowles, Esq.,
c/o Winnipeg Tribune,
Winnipeg, Man.

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MANAGING DIRECTOR

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EDITOR

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ASSOCIATE EDITOR

VERNON KNOWLES,
MANAGING EDITOR

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The Winnipeg Tribune

ESTABLISHED 1890

EDITORIAL
DEPARTMENT

Winnipeg, CANADA. Jan 9,1923

Rt.Hpn. Arthur Meighen,
Ottawa, Ont.

Dear Mr Meighen,-

Thanks for your letter of Jauary 4 in reply to my wire. Of course I did not expect a telegraphed reply. After reading the speech Gouin made on returning from overseas, and noting its entire coherence, I could not place very much credence in the private reports we had indicating a mental collapse. I played a good hunch pretty heavily and "swopped"the Free Press by forecasting just what has since happened, in regard to Crerar,et al. I cannot imagine a much better way of securing the defeat of the government when it goes to the country, than by Crerar's entering the cabinet and the progressives "maintaining their party identity". I presume they'll maintain it by supporting the government, as usual.

Can you give me the date--or the year--approximately, when the Grain Growers Guide pushed the sale of Home Bank stock? If so I can dig up the advertisements and editorials alright for you. I am told that anybody who wanted to buy Grain Growers Grain Co., stock had also to take Home Bank stock. I have not yet got the final information on the cattle shipment and undervaluation, but expect it after a certain individual has made another trip south this month. Meanwhile he and others are expecting another trainload to go out from Gretna, similarly undervalued, and another seizure would not be unexpected.

Regards.

Yours truly,

Vernon Knowles

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Gouin

PRIME MINISTER'S OFFICE

051288

Subject.....

Date Sept 20/26 Publication Ottawa Citizen

HEAR SIR LOMER GOUIN DESTINED FOR SENATE

Mr. Massey Also Mentioned for Lieut-Governorship.

(Canadian Press.)

MONTREAL, Que., Sept. 19.—A special despatch to the Gazette from Quebec says: "In generally well-informed Liberal circles here, it is stated that Sir Lomer Gouin, former premier of the province and former minister of justice, will be one of the first prominent statesmen from this province to enter the Senate to fill one of the two vacancies from the Montreal district, now existing through the death of Senator L. O. David, and Senator Thibeaudeau. It is also understood that Hon. Athanase David, provincial secretary, will be given first choice for the succession to his father's seat, but that efforts are being made to retain him in provincial politics. Also, Donat Raymond is prominently mentioned as the second Montreal senator. It is stated also in the same circles that most likely Hon. V. Massey will become lieutenant-governor of Ontario, succeeding Hon. Mr. Cockshutt, whose term of office has expired."

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051289

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Ottawa, January 21, 1934.

Dear Mr. Thompson:

I have yours of the 9th instant enclosing newspaper article regarding the Scribe Hotel. You had already sent me this a couple of weeks ago.

I am disposed to think Mr. Crerar has the same view as yourself as regards the effect of entering the Government on his own reputation. The whole manoeuvre of sending for him and Mr. Dunning and having conference looking to a coalition was, to put it mildly, a mistake. The Government is in a bad corner in Canada but made all the materials for this corner itself and it is the author of all its troubles.

Yours very truly,

Henry W. Thompson, Esq.,
88 Pall Mall,
London, S.W. 1.
England.

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051290

TELEPHONE: REGENT 738.

CABLE & TELEGRAPHIC ADDRESS:
CAMERGOT, LONDON.
CODE: WESTERN UNION.

83, PALL MALL,
LONDON, S.W. I.

Jan 8. 1924.

Dear Dr. Meighen,

Perhaps you overlooked the enclosed so I am sending it on to you. Mr. Fielding I fear pour things ought to boom up a bit and I should be glad to see Cesare come in as it would be no source of strength to King as the more time light he gets the more he will fade away.

Good luck

Henry W. Thurston.

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Written the night of the election of 1911

051291

538 Sherbrooke Street West

Thursday night.

Dear Sir Hugh -

I am inexpressibly happy and I am proud of Canada and proud that her people think beyond party bounds. And I am proud of the Star which has made such a magnificent fight and I can't go to bed to-night without joining in the expressions of gratitude which must surely come from all parts of the country to you personally for your whole-souled and most effective contribution to the glorious results of to-day's elections.

No Canadian Government will dare again to propose such a senseless and humiliating thing as that which has been so emphatically voted down to-day.

I congratulate you with all my heart,

Most sincerely,

(Sgd.) W. C. Van Horne

Sir Hugh Graham

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Dup

051292

It is impossible for any Canadian, who knows that only by keeping our industrial independence and by preserving British connection can we hope to perpetuate the Canadian nationality, to view the present political situation without profound alarm.

It is no question merely of the defeat of a Government. It is the total reversal of our whole national policy since 1850 that is threatened. If the Radicals come in, even if tempered by Druryism in Ontario and philosophic "Liberalism" in Quebec, they will kill our distinctive industrial life, impoverish our home market and turn us into a nothern tier of American States - economically. We will be an emptier Maine, a poorer Ohio and a more desolate Dakota.

This makes drastic measures, not only excusable, but patriotically imperative.

Why should not Mr. Meighen - who is undoubtedly imbued with the old Conservative principles - himself call out the reserves of Conservative feeling in Eastern Canada, and so dam back the rising tide?

He could first reconstruct his Cabinet with the courage of a man who knows that he is at last free from the selfish, short-visioned and personal restrictions of the ordinary Parliamentarian and that he must submit his choice of Ministers only to the whole people at a general election.

Then he could appeal impressively and with sincere passion to the Canadian people to rally to his new Government, fighting under the old colors, on behalf of the two massive pillars of Canada's distinctive existence, British connection and

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industrial independence of the United States.

Both are in danger. There can be no doubt about that. Mackenzie King and Lemieux may be hedging with their eyes on their Eastern constituents who may wake up at any moment; but the Radicals are not hedging. They intend to slay and bury Protection.

It would be necessary for Mr. Meighen, both in his Cabinet and his appeal, to cut himself off clearly and with dramatic definiteness from his own immediate past and the intense unpopularity of his present Administration.

His appeal should startle, alarm, create entirely new issues. He should not hesitate to paint in the most vivid colors the perils of a "class" and Radical Government. He should show that only a solid wall of sane resistance in Eastern Canada can prevent this "class" wave from sweeping at least as far east as the Ottawa River. He should summon the Canadian people, who believe in Canadian freedom from American domination and exploitation, to think only of the imminent and immediate issues, forgetting for the time being even the sorest memories of the past.

A more momentous battle for Canada is about to be fought than the whole war which we waged in Europe. We could have lost the war and yet not lost the identity of the Canadian nation. We cannot lose this battle against the tariff-wreckers and the north-and-south traders, and not lose the chief and essential line of defence against our final submergence in "the Continent to which we belong".

If Mr. Meighen will make it clear that both British Connection and Canadian nationality are at stake - that we cannot

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slay our industrial independence and hope to keep for long our political independence, especially now that our railways will be largely at the command for political purposes of the new Radical party when it gets into power - he will so alarm the vested interests in Canada (the eastern farmers who feed their home market as well as the manufacturers, the mechanics, the financiers, the merchants, the professional men, etc.) that they will give him practically a solid Ontario and a majority from the Maritime Provinces, and put him in a position to form a Coalition with the French bloc whose religious leaders will be all against taking the road which leads to Annexation.

By such a course, Mr. Meighen will make himself, worthy of the mantle of Sir John Macdonald. He will fight again the same fight that Sir John fought and won in 1891, and that Borden, Meighen et al, fought and won in 1911. He will win a distinguished place in Canadian history and the lasting affection of all loyal British subjects in Canada.

If he does not sound this alarm and awake the people who will never forgive him if he permits them to sleep while the outposts are being rushed, he will not have a corporal's guard after the elections - for men will neither subscribe to nor vote for a "lost cause" - and will be remembered as the Conservative leader who left his party leaderless when every sacred principle for which Conservative voters and chieftains have fought for generations, was again at stake.

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051295

COPY

27th September, 1911.

Dear Sir Hugh:-

Your powerful aid to Mr. Borden, to which nobody can doubt that the splendid results of last Thursday were mainly due, should give you a potent influence with him in getting his coming Government started in the right way. I feel sure that you will agree with me that the most important thing is a perfectly clean ministry without a man in it whose reputation has been at all smirched,- a ministry which will at once command the confidence and respect of the country, one which will set up a standard of morality which nobody will dare in the future to lower, such a standard as was set up by President Cleveland at Washington which has kept the successive administrations up to this time almost beyond reproach in this regard. There are four cancerous spots on our body prolific at the present time which ought to be cut out and permanently cured, and this can easily be done. I refer to the administration of the Public Lands by the Department of the Interior, the administration of Public Works, the administration of the National Transcontinental Railway and of the Internolonial Railway. The two first can easily be cured by the adoption of business-like safeguards and by the widest publicity.

The administration of the Transcontinental Railway has, as everybody knows, been the most currupt thing we have ever had in Canada, and the losses to the country through plunderings and grossly bad management has been almost

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incalculable. This work is now far advanced but as every railway man will tell you the finishing up of a railway and the provision of the thousand and one things required for putting it inti operation is a money-eating period and a period where an honest management is most likely to get into trouble,- most likely to waste money. It is the teething time of a railway. With the National Transcontinental a most dangerous time is approaching, the time in which the final settlements have to be made, and there will come almost unlimited opportunities for robbery.

I needly hardly say much to you about the Intercolonial Railway. That railway should be a fine and profitable concern and should be an honour to the country and not a disgrace. I do not think there has been any extensive robbery in connection with it even in recent years. The opportunities for that have not been great. While the Intercolonial has been always used more or less for political purposes and while under Mr. Blair there were probably some rake-offs from rolling stock and other contracts for individual or party purposes the administration under Mr. Schreiber as Deputy Minister of Railways and of Mr. Pottinger as Manager was as honest and clean as the Minister for the time being would permit, but they were never permitted to apply strict business principles to its management and the result has been a constant loss to the country quite outside of the loss of interest on the capital invested. I have studied that property with a good deal of care and I have no doubt at all that without in the least impairing its efficiency, without reducing the train service, without reducing the operating force and without increasing the rates it can easily be made to take care of itself and in a comparatively short time to pay into the public treasury every year a reasonable interest on its

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cost. All this would be accomplished mainly by stopping leaks and building up the traffic, just as has recently been done so splendidly by Sir Thomas Tait with the Victorian Railways.

Here are four great opportunities for Mr. Borden's Government and with these thoroughly and capably handled I can see no good reason why the Conservative party should not remain in power during the rest of our days.

I would suggest taking the Intercolonial Railway out of politics and putting it into the hands of three competent Commissioners, one commissioner in charge of traffic, the other of maintenance and operation, with an able chairman of large experience in general charge; and for the chairmanship of such a commission there is available the very best man I know for such a place, Sir Thomas Tait, who has been so successful with the Victorian Railways. He was with me for many years and I know that he could handle the thing perfectly and I know that he is absolutely honest: and I would suggest making Collingwood Schreiber Chairman of the National Transcontinental with two capable assistants, one an active engineer and the other thoroughly versed in railway construction accounts. Schreiber's only fault is that he is penurious, but that will be an excellent fault in the present juncture. If he has his way not a dollar of public money will be wasted either in the finishing up or in the settlements with contractors. I have had much to do with him in the last thirty years and know him to be pure gold. I cannot imagine a man better adapted by experience and character to the present situation of the National Transcontinental.

I can offer no suggestion as to the Department of Public Works or as to the Department of the Interior. The two requisites of course are ability and honesty, working through a thoroughly

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organized system.

I an not very well acquainted with Mr. Borden's available Cabinet material and I would only venture suggestions on two points. Mr. Foster made an excellent Minister of Finance, but, unfortunately, with or without cause, he is somewhat smirched in the public mind and while he might be available for some other cabinet position I doubt if it would be good policy to give him Finance at present. To start with I think E.B.Osler is the best man in sight for that office. He has the full confidence of everybody, is beyond reproach and has great financial ability and experience. He has never courted popularity; he is too big a man for that. I have known him intimately for nearly thirty years and know that he would bring honour to any Cabinet. I doubt if he would take the office for any long time but he would be the best possible man to start with.

I think it would be a most graceful act as a most popular one to make Sir Wilfrid Laurier High Commissioner in London. As High Commissioner he would be out of politics and his appointment would take away fromthe remnant of the Liberal party every atom of respectability and recover Quebec to the Conservative party. His appointment would be well received in England and everywhere and he is poor and needs such an office. I doubt if he would take it immediately because it would look like desertion of his party, but it would be easily brought about in the course of a year and Lord Strathcona could be induced to hang on as long as is necessary, although he wishes to retire.

Mr. Borden has now a great opportunity and a clear road and I am confident of his ability and disposition to make the best use of them, but he should never permit anybody to doubt for a minute that he is THE LEADER. Laurier made the mistake in the first place of

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of taking in too many leaders and he has never been the actual boss. If he had been he would not have ket Fielding run away with him in the Reciprocity matter, nor would he have permitted a good many other things in other Departments. He is a good illustration of the danger of an honest head and a soft hand.

Sincerely yours,

(sgd) W. C. Van Horne

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Sir Wm Van Horne
Montreal

Copy

051308

8th October 1911

Dear Sir Hugh

I was told a while ago that you would not consider the High Commissionership but that may not have been true and I should very much like to know. There are reasons of which you know why Sir Wilfred can't take it and you are the only other suitable man in Canada for it and you are certainly entitled to the very best thing the new Government can give you. Tell me frankly what you feel about it and you shall have my warmest support

The Star was as good as to mention ~~my~~ me in that connection but I would not on any account take any office of any kind if it should be offered, which is not likely. I have much more than I can do in the few years I can reasonably count on and once Rempoachy is dead I am done with public affairs

Most Sincerely Yours

Sgd W. C Van Horne

Sir Hugh Graham
Montreal

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051301

My dear L.A After all you have done for the country in the past 29 years it ~~was~~ is with great reluctance that I venture to draw your attention to present and threatening conditions in the hope that once more you will set all secondary considerations aside and ~~by~~ assume ~~the~~ responsibility for a part, which you are so well fitted by your experience and loyalty to perform ~~fulfil as~~ ~~no other man~~ ~~in my opinion and be~~ ~~expected~~ better than any other man of my acquaintance. The situation is grave, grave beyond the ken of those who judge only by surface indications. By vigorous propaganda new vicious, destructive doctrines are being presented to the people. They are made alluring to certain classes & their acceptance or the creation of a power to enforce them would be calamitous I need not go into particulars because I am sure intelligent ~~and~~ observant men & women know enough of them to know the extent to which the menace may grow. I know how much you deserve a rest but I know full well that not without the most serious reflection will you reject my suggestion. I rely upon you. We all rely upon you and I would not dare think we may be disappointed. Prompt action is needed dear L.A and I look forward with anxious hope to your answer. When I see you again I can explain more satisfactorily

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p. 1-11

MEMORANDUM

prepared on behalf of their 125,000 members

by the Canadian Wheat Pools

on

BILL NUMBER 8

ENTITLED

"An Act to Amend the Canada Grain Act"

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MEMORANDUM ON BILL NO. 8 ENTITLED "AN ACT TO AMEND THE CANADA GRAIN ACT".

The proposed amendment to the Canada Grain Act which is supported in this Memorandum reads:

1. Subsection two of section one hundred and fifty of *The Canada Grain Act*, chapter thirty-three of the statutes of 1925, is repealed, and the following is substituted therefor:—

CONTENTS OF WAREHOUSE RECEIPT

"(2) Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering, or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, if he so desires, in quantities not less than carload lots, on track at any terminal elevator in the Western Inspection Division or at a proper terminal elevator at or adjacent to Duluth, so soon as the transportation company delivers the same at such terminal, and the certificate of grade and weight is returned."

The intent and purpose of this Amendment will be the more readily understood by a comparison with previous legislation and a survey of the practices of the grain trade.

The Manitoba Grain Act originally passed in 1900 was completely reconstructed in 1912 and the name changed to "The Canada Grain Act". Section 159 clause 2 of that Act reads as follows:

> "Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, if either party so desires, in quantities not less than carload lots, on track at any terminal elevator in the Western Inspection Division, on the line of railway upon which the receiving country elevator is situate, or any line connecting therewith, so soon as the transportation company delivers the same at such terminal and the certificate of grade and weight is returned."

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This section has been in the Grain Act since the first enactment in 1900, and it needs to be emphasised that under it the grower could demand delivery of his grain from the country elevator on track at that elevator and the elevator company was bound to deliver the weight and the grade called for on the storage ticket.

Section 160 of the Act of 1912 reads as follows:

> "Upon the return or presentation of such receipt properly endorsed by the lawful holder thereof, at the country elevator where the grain represented therein is made deliverable, and upon the payment or tender of payment of all lawful charges, as herein provided, and upon request for shipment made by the holder of such receipt the grain shall be delivered to such holder into cars as soon as furnished by the railway company."

Section 161, which deals with delivery at a terminal point provides in sub-section 2 that "such certificates shall be returned in exchange for the railway shipping receipt and certificates of weight and grade".

Under the Act of 1912 therefore the owner of the grain was entitled to demand delivery of his grain at the country elevator or at a terminal elevator and the country elevator in either case was responsible for grade and weight as shown on the storage ticket.

THE RIGHT TO SELECT TERMINAL ELEVATOR

It has been contended that Parliament in consideration of the responsibilities it placed upon the country elevator companies, gave the companies the right to remain custodians of the grain until delivery in a terminal elevator which the company had the exclusive right to select.

This contention is not supported either by the Grain Act or the practice of the grain trade. As previously stated this section of the Act of 1912 dates back to the original Manitoba Grain Act of 1900. At that date the only terminal elevators at the head of the lakes were owned and operated by the railway companies. There were no public terminals owned by grain companies until 1904 and the first private terminal elevator was not built until 1907. The Act of 1912 provided for the establishment of a sample market and in connection with this sample market the mixing of grain was permitted. The sample market was never established but the permission to mix led to a large increase in private terminal elevators after 1912. Practically all of the country elevators are connected in some way with these terminal elevators and it is easy to see how and why the practice arose of country elevators choosing the terminal elevator to which to ship their grain.

Parliament in the grain acts effective from 1900 to 1924, in this respect, gave no right to the elevator company which it did not also give to the owner. The Act provided that "if either party so desires" grain shall be delivered at the terminal elevator, or if the owner alone desired on track at the country elevator. It may be argued from the context, that what Parliament really meant by the words "if either party so desires", was, that, as the owner had in the previous sentence been given the right to demand delivery at the country elevator, provided he was agreeable, delivery might be made at a terminal elevator in precisely the same

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manner as delivery was made at the country elevator. If, for example, the country elevator was being filled up the operator would be desirous of shipping to a terminal as fast as possible in order to make room in his elevator. In any case the owner of the grain had an equal right in this respect with the elevator company. What Parliament really said to the country elevator in these grain acts was:

In consideration of the rights which you enjoy under your license with the privilege accorded only you and similar companies to elevate grain into cars, and in consideration of the charges secured to you by law for the services you render, you must become responsible for delivery to the owner of the grade and weight of grain shown on the receipts you issue to him, at whichever of two points the owner may designate, that is, either loaded in cars on track at your country elevator or at a terminal elevator. It is true the section is obscurely worded; Parliament did not express itself as clearly as it should have done but there is positively no doubt about the intention. Parliament sought to protect the interests of the man who had grown and who owned the grain.

HOW THE ISSUE AROSE

For the protection of both the owner of the grain and the elevator companies and to prevent injustice to the growers the system of government inspection and weighing was established by the Dominion Government, and it became the practice where the owner asked for shipment to some point where there was no government weighing, for him to accept an affidavit on grade and weight from the country elevator and assume the risk himself. Where however, the grain was to be shipped to a terminal point where it passed government weighing, it was undoubtedly the practice for the country elevator to ship as directed by the owner. The policy of the country elevators, as grain companies acquired terminals, was not to stir up trouble over the interpretation of Section 159 of the Act of 1912; it became policy to listen to the request of the shipper and then ship to either their own or terminals with which they had an arrangement, and the latter turned over a warehouse receipt for grain of the grade and weight shipped, to the company originally designated by the shipper. On the other hand some companies shipped to the terminal elevator designated by the shipper. They endeavored, of course, to persuade him to ship to their terminal but if he refused they shipped as he directed. There was thus no uniform consistent practice in the trade; the companies simply seized the advantage whenever they could of shipping to terminals of their own choosing.

It is apparent this condition could not continue once the farmers had some particular reason for definitely asserting their right to ship to a terminal of their own designation. It has been claimed that the farmers made no complaints, and made no representations to the Royal Grain Inquiry Commission on this matter. They did not complain because of the practice in the trade, by some, of shipping as directed if the grower and owner insisted, and by others of concealing their actual procedure from the growers. There was no evidence on the subject before the Turgeon Commission because the farmers thoroughly believed they had the right to choose their own terminal elevator and that when they exercised the right the country elevators duly carried out their orders.

The issue has arisen through the development of the farmers' own cooperative marketing system commonly called the Wheat Pool. The Alberta Pool commenced

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business in the late fall of 1923; the Manitoba and Saskatchewan Pools commenced in the fall of 1924. The Pools were not, therefore, in a position to give evidence based on their own experience, before the Turgeon Commission.

The Pools have acquired terminal elevators and naturally they want the wheat shipped by their members to go to Pool terminals.

While Mr. Justice Turgeon took no evidence on this subject, he had, nonetheless, through the work of the Commission, become familiar with the practices of the grain trade and he also gained considerable knowledge on the organization, method and purpose of the Wheat Pools.

After the Commission had reported, Mr. Justice Turgeon prepared amendments to the Canada Grain Act. In consultation with the Board of Grain Commissioners he redrafted section 159 of the Act of 1912 to read as follows:

> Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, if he so desires, in quantities not less than carload lots, on track at any terminal elevator in the Western Inspection Division or at a proper terminal elevator at or adjacent to Duluth, so soon as the transportation company delivers the same at such terminal, and the certificate of grade and weight is returned.

This appears in the draft bill as Section 151 and opposite to it is Mr. Justice Turgeon's explanation.

> "This section corresponds to section 159 of the Act of 1912. The first change is made to what was the ninth line of subsection 2, where the words "if either party" in the old section are changed to read "if he". This change is an important one. It makes clear that the owner of the grain is the person who shall decide to what terminal elevator his grain is to be shipped."

This explanation makes it quite plain there was no question in the minds of Mr. Justice Turgeon and the members of the Board of Grain Commissioners as to what was the purpose and intention in the amending of the Act. The purpose and the intention were simply to make clear beyond doubt what both the members of the Board of Grain Commissioners and Mr. Justice Turgeon believed to be the legal and established right of all grain producers. There was no difference of opinion before the bill was introduced; the subject became contentious only when the grain trade got busy to preserve what had become a customary privilege, and it was only after the grain trade got busy that two members of the Board of Grain Commissioners changed their minds.

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ELEVATORS ARE FULLY PROTECTED

It is the contention of the grain trade that the amendment proposed in the Turgeon draft bill, and now reproduced word for word in Bill No. 8, while making the elevators responsible for grade and weights, would deprive them of the right to check government inspection and weighing. This is not the case. All grain is inspected by government inspectors and weighed by government weighmen regardless of what terminal elevator the grain is shipped to or to whom it is billed. The elevator companies as pointed out by Mr. Serls, Chief Grain Inspector, in his evidence before the Agricultural Committee last year, may bill the car to their own advice and the inspection certificate will be issued to themselves, just as is the practice now. They can check the unload with equal facility in any terminal. Load lines are taken and preserved by the Government Inspection and Weight Department and it is as easy to check the unloading in one terminal as in another. A terminal elevator not knowing to whom the grain may belong is as careful with one car as with another, and claims can be entered by a grain firm for a shortage no matter through what terminal elevator the grain passes.

Many cars of grain every year are diverted by the grain trade to private terminals, mixing houses and mills, for the sake of a premium. What about the check on weights in these cases? Grain companies which have no terminal elevator of their own make arrangements with terminal elevator companies to unload on a basis of so much premium per bushel from the terminal. What opportunity do they get to protect themselves more effectually in one terminal than in any other?

The claims of the elevator companies in this connection are not valid. The amendment proposed in the Turgeon draft bill, in which it should be remembered the Board of Grain Commissioners originally concurred, and in the present bill No. 8, would not take away from the elevator companies any right to protect themselves by a check on inspection and weights.

THE ACT OF 1925

The Agricultural Committee last year, however, rejected by vote the Turgeon amendment and substituted the following which passed Parliament as section 150 Clause 2 of the Canada Grain Act 1925.

> Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, in quantities not less than carload lots on track at a public terminal elevator (unless otherwise mutually agreed) at such terminal point in the Western Inspection Division as the owner may specify (or on track at such proper terminal elevator at or adjacent to Duluth as the owner may specify) so soon as the transportation company delivers the grain at such elevator and the certificates of grade and weight are returned.

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Where delivery is made into cars on track at the country elevator the Bill of Lading (if issued) and an affidavit of weight shall upon request be delivered by the country elevator to the owner and thereupon the country elevator shall be relieved from further liability for grades and weights, except in so far as the subject to grade and dockage ticket otherwise provides.

Should a country elevator on the order of the owner deliver the grain at a private terminal elevator approved by the country elevator, the country elevator shall guarantee the grade and weight.

FARMERS LOSE AN ESTABLISHED RIGHT

It is contended that this section does not deprive the farmer of any right he previously possessed. That is not true. Under the Acts from 1900 to 1925 the owner of the grain had the right to demand delivery on track at the country elevator. He has still that right under the Act of 1925 but with an important difference. Before 1925 he was able to take this delivery without any restriction and without any deprivation of his right to receive all he had delivered. The elevator company was bound to deliver the same weight and the same grade as those shown on the storage ticket. If the company failed to do so the owner had a right of action against the elevator company. Under the Act of 1925, if the owner takes delivery at the country elevator, he surrenders any right to make a claim against the country elevator either on account of grade or weight.

Here is the practical situation: The farmer takes his grain to the country elevator—He does not weigh it into the elevator, he does not bin it, he does not weigh it out—His storage ticket shows what is taken in and what he may demand to be delivered. The elevator company weighs it into a car on track—The farmer does not know and cannot know what is put into the car—He does not know whether what is loaded into the car is of the same grade and is the same weight as he delivered to the elevator—The car goes forward and is inspected at Winnipeg by Government inspectors and is weighed at Fort William by government weighmen. The farmer is not present at either Winnipeg or Fort William but the elevator company to whom he entrusted his grain has representatives at both points who can check both grade and weight. The Act of 1925, however, relieves the elevator company of responsibility for grade and weights, if the car is delivered to the owner on track at the country elevator, or if it is delivered at a private terminal other than one approved of by the elevator company. In these two cases the farmer who loads through an elevator takes a chance on what he gets out of the elevator. The manifest object of this section of the Act of 1925 is to compel the owner of the grain to ship to a terminal elevator in which the country elevator company has a financial interest of one kind or another.

THE REAL ISSUE

The whole question in fact is one of financial interest. The country elevator companies always were well protected by the law. The proposed Turgeon amendment took away none of the protection they possessed under the Grain Act. It did interfere with a practice which had grown out of the ambiguity of the Act and

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which for a quarter of a century had gone practically unchallenged simply because there was little or nothing to be gained by challenging it. That practice the trade has regarded as a prescriptive right and it succeeded in having it made into a statutory right last year.

There is no real issue with regard to protection of the elevator companies—The real issue may be summed up in two words: Terminal profits. That issue did not emerge until the farmers established the co-operative marketing system popularly known as the Wheat Pools.

The Wheat Pools of Manitoba, Saskatchewan and Alberta are non-profit associations of farmers who are bound by contract to market their own produce through the associations. The Pools do not buy grain; they collect grain from their members and sell it, returning to each member the average price received per grade, less expense and contractual deductions for reserves.

The 125,000 producer members of the Pools have acquired terminal elevators at Fort William, Port Arthur and Prince Rupert. They desire to have the grain of their members shipped to their own terminals, and the real issue with regard to this amendment of the Canada Grain Act is: Shall the 125,000 producer members of the three Pools be accorded a free and full opportunity to establish their own system of co-operative marketing, or shall the grain trade be accorded the assistance of Parliament to curb, restrict and frustrate the co-operative efforts of the farmers?

It has been contended that the Pools are seeking special legislation as against the private trade. Even if this were true the request of 125,000 grain growers of the three prairie provinces would be deserving of the most serious consideration of Parliament. It is not true, however. The claim of the Pools is that they are only asking for a right the farmers have always believed they possessed. That there were substantial grounds for that belief is clearly evidenced in the amendment to the Grain Act proposed by Mr. Justice Turgeon and originally concurred in by the Board of Grain Commissioners.

The phrasing of the old Act with respect to this question was doubtless ambiguous but the Grain Act has been termed the Magna Charta of the Western grain growers and with good reason. It was at the demand of the farmer that the Act was passed and the demand grew out of admitted abuses in the grain trade.. The Act was framed to prevent injustice in the handling of grain and to give the grower and owner of the grain full control of his product right up to actual sale.

PROFITS OF COUNTRY ELEVATORS

To operate efficiently the Pools must have full control of the grain of their members. They acquired terminal elevators because they believed their members had a statutory right to order the country elevator to deliver their grain to the Pool terminals. The elevator companies say that if the right be conceded it will mean the ruin of their country elevators. The Pool pays the country elevators for the handling of Pool wheat in carload lots the regular elevator charge of 1¾ cents fixed by the Board of Grain Commissioners, and in addition a contractual service charge of ¾ cents a bushel, a total of 2½ cents a bushel. On less than carload lots the charge is from five to six cents a bushel.

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That efficiently managed country elevators can make good, even handsome profits on the regular charges is demonstrated by the record of the Alberta Pacific Grain Company. Dealing with the reorganization of this company an article in the Manitoba Free Press of May 4 said in part:

> The shareholders of Alberta Pacific in the liquidation of the old company are likely to receive an equivalent of about $106 per share for the preferred and $20 for the common. In this event original preferred shareholders who received a bonus of 25 per cent of the common stock in 1912, have an increment which nearly equals the original investment, in addition to having received a very liberal annual return on their money, dividends on common having averaged 17 per cent for the past 14 years.

The elevator companies lay stress upon the amount of money invested in country elevators. The simple truth is that the major portion of this investment represents re-invested profits, derived from the grain grown in the three prairie provinces.

It has been said that if the Pools are not satisfied with the Act as it stands they are at liberty to build country elevators for themselves. That is true, but if the country elevators are going to suffer so much by the farmers receiving the right to designate their own terminals, how much more will they suffer if the Pools build their own country elevators and take away from the companies their present earnings on the handling of Pool grain?

A QUESTION OF RIGHT

In a higher sense this is not so much a question of law as a question of right. It is a question which affects the welfare of a very large section of the farmers of Western Canada.

Mr. Justice Turgeon saw the real issue when he wrote in his report (page 106):

> "In this respect, however, care should be taken to see that nothing is done which will prevent the Wheat Pools' selling agents from taking into their private elevators the grain forwarded by the members of the Pools, or by the organizations on behalf of the members. According to the agreement entered into by each producer who joins the Pool, the grain remains his own property until sold by the selling agency and the producers are virtually doing their own mixing."

In accordance with this recommendation Sec. 140, Subsection 1, clause a of the Act of 1925 reads in part:

> "Provided, however, that it shall be lawful for the organizations of grain producers known as Grain Pools and incorporated in the Provinces of Manitoba, Saskatchewan and Alberta by Acts of the respective legislatures of such provinces, and for any other person or corporation which in the opinion of the Board is empowered to act and is in fact acting on behalf of or in co-operation with them or any of them, to operate private elevators and to receive into such elevators grain shipped by such producers as are members of any one of the said Grain Pools."

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Manifestly to give effect to this section of the Act of 1925, it was necessary to have enacted Section 151 as it stood in the draft bill and which is now before this Committee as Bill No. 8, but section 140 was allowed to stand while its value was almost nullified by the amendment which was substituted for Section 151 and which is now Section 150 of the Act of 1925.

THE CO-OPERATIVE MOVEMENT

Good law is progressive; it is continuously adapted to the changing character of national life. Injustice creeps in when the law lags behind the changing needs of society. The co-operative movement in its early stages was hampered and impeded by adverse laws. For many years co-operative institutions had no legal standing and they developed with no security but the personal honor of their members and the good faith and high character of their officials.

Today there is not an advanced nation without its co-operative movement and its co-operative associations. Men eminent in public life approve of the movement and legislatures give it adequate legal security. The law has been adapted to this need of society. The principles of co-operation applied to the marketing of agricultural produce have made a prosperous agricultural community in Denmark and they are being applied now in Canada, the United States, Australia, New Zealand, South Africa, Russia and elsewhere. The British Government is strongly urging an extension of co-operative marketing upon the British farmers and the government of the United States has a special department to assist agricultural co-operation. The Wheat Pools are a part of this world-wide movement and the stronger the movement becomes elsewhere, the greater the necessity for ensuring its permanence for Canadian Agriculture, otherwise the Canadian farmers will be forced to a lower standard of living, a contingency which would mean disaster for Canada as a nation.

The Parliament of Canada in 1922 passed such legislation as was within its power to establish a Canadian Wheat Board, that is, a complete monopoly of the wheat business. For reasons which it is not necessary to go into here, the legislation did not become effective, but the Dominion Parliament, in the legislation, made manifest its desire to help the western farmer to the limit of its power to market his wheat to the very best advantage.

The farmers were advised to establish a voluntary co-operative marketing organization. They have done so, at considerable cost to themselves and much strenuous labor, and they now ask that legal disabilities be not imposed on their co-operative organization. They are asking for far less than Parliament was prepared to give them and did give in 1922.

Once more it may be emphasized the Wheat Pools are not asking for a special privilege or for legislation which would give them an unfair advantage over the private grain trade. They are asking only for what the Royal Grain Enquiry Commission recommended, and the Chairman of the Commission with the concurrence of the Board of Grain Commissioners embodied in an amendment to the Canada Grain Act of 1912. They are asking for the restoration of an established right of the producer, a right which from force of circumstances he rarely exercised but which is now vital to the success of his own grain marketing organization. The Parliament of Canada cannot afford to place obstacles in the way of the development of co-operation among the farmers by misunderstanding a situation created by an ambiguously worded section of an Act of Parliament. The farmers' co-operative movement, which comprises 60 per cent of the farmers of Western Canada, has a right to look to Parliament for legislation which will enable the movement to go onward to greater success.

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J. HAJEK,

Kinsella, Alta, Canada.

Gentlemen:

You all probably know that there always was, and is, much to complain about the elevator business in Kinsella. According to the assertion of trustworthy men of this neighborhood, much of our grain went to other places for better grading. These statements further assert that the grain of another place was graded much higher in a neighboring elevator than in Kinsella. I do not know whether these assertions are true or not, but have reason to believe that things in our elevator need proper inspection and control by capable board of directors. We all know that there were continual complaints against our agents in the past which complaints never were adjusted or settled to the satisfaction of the complainants. We never had a representation which would investigate and inspect our elevator business and show in plain statement the true facts of our dealings.

Our agents have altogether too much power and opportunity for cheating and for secret maneuverings, and while we do not claim that they actually cheat, it is undeniable that there is too much opportunity to do so and this is poor business. An agent has opportunity to cheat the farmer on grade, weight and on dockage, which all could amount to from one to twenty per cent of the cost of crop. The agent has the opportunity and power to give to his conspirator a grain cheque for mutual division. An agent has also the opportunity to give to such a conspirator better grade or more of weight, perhaps just for "moonshine". We farmers, of course, cannot prove such things, but we do sometime see drunken agents and their comrades. We do hear very often that some farmer's very fine wheat was graded by agent as No. 3. I have seen wheat brought into a certain elevator full of oats. "What do you get for it, brother?" I asked the farmer. "No. 2" says he. "Oh, you are doing fine," said I. "But look," said he, "I am getting only odd pounds of dockage." At that, I was, of course much surprised, becouse there was about eight bushels of oats to dock.

Some years ago I was asked: "Say, Joe, tell me how that Mr. Foxy can fatten so many pigs on nothing and get big cheques for only handfuls of grain?" — Of course, that I did not know. And so it goes. People can't prove the facts, but they do see the circumstances and are suspicious, perhaps for the only reason that such possibilities are not prevented. By such a system, not even the President of a Company can be assured whether the farmer is cheated or not.

Some years ago, I was cheated by a certain agent on about two hundred bushels of wheat, for some eighteen dollars. I brought this case before our Board of Directors and was fighting for this money about one year in vain. But I do know when I am right and when I have the goods. And, therefore, I brought my case before the Head Office where I did not get any satisfaction until I told the gentlemen that I will take other steps if I do not get what is coming to me in due time. And shortly after that, I did get everything which I was cheated for when it was found out that I was right.

The U. G. G. is, in one way, a wonderful piece of machinery kept in motion by clever organizers who by enthusiastic speeches, held the farmer in confidence and hope to do so for a long time. Also its confidental friends in every locality were agitating in favor of the movement. But the grading, weighing and dockage system of the grain business made many farmers sign for the wheat pool. — But the confidential frineds of said machine seem to be using financial means of promoting their interests. They make the farmer believe, that they fight for his rights, but when the farmer accuses or convicts the corruption of the grading, weighing and dockage system, then the confidential friends turn to the other side making the farmer lay low and making him believe that his cause is unjust and endeavor to win his frinedship. The farmer, feeling the oppression, complains all the time. He feels that he is cheated, but has not the necessary evidence and power to shake that evil off.

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On February 18th, one of the executives of our Company visited our local. But the meeting was not announced aed therefore many our complaints did not come to light. And when there was some talk about grading much of our wheat as tough, Mr. Corbett, as director said, that much of said wheat came in contact with heat in farmers' graineries and become tough. And when Mr. Alcock, a wheat pooler, wanted to show his evidence that his wheat which was graded in Kinsella as tough, was accepted in Viking as grade straight and of much less dockage, his appeal was in vain. And that showed that said wheat brought about 15c. more per bushel in Viking than in Kinsella. And that also proves that the one or two cents received more from wheat pool on a bushel of wheat, is not the main argument but the 15c. lost by the practice of some agents. Sometimes, to avoid the blame, they will tell you that your grain was graded by a government inspector and that they have to follow his grading. Of course, that is so in certain cases, but in many and many cases this practice can be done just from sheer robbery, by clever tricks.

A farmer, being in the business long enough knows well when he has been cheated. Sometimes he knows more about the grain than the corruption, which likes this grading, weighing, and dockage system well and does nothing against it. And so by Mr. Corbett's statement, our Local affairs were settled and shown as all right and satisfactory. But the question is, whether the Company's dry grain also came in contact with heat in their storages, and how it is possible that so much of this tough or low graded wheat in country elevators is graded as No. 1 straight at the other end?

It is of no use to tell Mr. Farmer stories that a school boy would not believe. The price of wheat is not the real struggle they fight for, but the amount of wheat, which they want to get for nothing. It is the grading, weighing and dockage system, which they want, and which brings them the biggest profit.

One year they make a farmer believe that his wheat is tough, which in some places rates 13c. less per bushel. Another year, the agents use the sieves, keep on screening and sifting samples to the farmer to convince him that his grain is dirty, and that the screening weighs perhaps 10 per cent. And in another season, when there is nothing at all to point at, the grain is graded so low that it always brings less profit to the farmer. The farmer has no real press of his own and, therefore, he has no real backing. All so-called agricultural papers are more or less in service of big interests, keeping Mr. Farmer in confidence and good humor. The only farmer's salvation is in an organization and co-operation, but the farmer must be very careful in selecting his leaders and officers to avoid treachery or corruption.

Some years ago, I had a private dispute with the president of our Company, Mr. C. Rice Jones, which lasted for some time. And in this dispute, which I will publish in a pamphlet later, this autority admitted that the Line Companies paying 2 or 3c. more per bushel of grain than our Company robbed the farmer of weight on practically on every load of many bushels of grain. And that would prove that such practice is in the grain business system, and that my illustrations are right. An consequently, when an agent becomes impossible in one place, then he is generally transferred into another. Do we know, for instance, what our agent Mr. Maguire was transferred for from Irma to Kinsella? And who does not know, he perhaps can ask Mr. Sisson, farmer and contractor of Irma. Mr. Maguire, whom Mr. Corbett backs up so much, graded my wheat last year as No. 1 straight. And this year, the very same wheat, threshed last year from stacks, he graded at one time as No. 2 straight, trying to get the next for tough. The year before, I told the directors that this agent's scale cheated me for two bushels of wheat on a load, which the present agent did not even deny. —

There is no use trying to suppress the truth, as it can't be suppressed for ever. And I tell you, Mr. Farmer, when such an authority like Mr. C. Rice Jones saw that I was worth disputing with for some time, that it amounted to more than babbling of some one against such a thing in Kinsella. I exchanged some very sharp words with Mr. Jones but, nevertheless he stated: "The facts of the matter are, Mr. Hajek, that you and I absolutely agree on the main point which you have taken up. I was sorry that I did not have more opportunity to talk to you at the time of the annual meeting. There must be a little "give and take" in this, if we are going to work successfully."

This dispute when published, will explain more about the grain business practice than all the platform speeches of all defenders of its corruption everywhere. And this dispute, containing one hundred sheets of writing paper, can be seen by anybody,

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if he desires so. It started at the annual meeting of our Company, where I, as a delegate represented the Local of Viking twice, and where I was wide awake. Of course, the men with such ideas, are oppossed by cliques. But such men are the only guardians of whom the corruption is afraid, and the only real builders of real co-operations. And, therefore, the Locals must be very careful in selecting delegates and the Board of Directors. First of all, the directors must be honest and true. Then they must be able and experienced enough to know the tricks of corruption and the way of business practice. That is, they must be men of necessary knowledge. Then they must be faitful watch dogs, not dismiss the cheat when convicted. They ought to keep their offices open all the time, so that the farmers could hand in their complaints, which, if the secretary could not settle himself at once, could be settled in semi-weekly or monthly meetings. The delegate for the annual meeting of the Company should not be a confidential friend of the corruption, but a man loyal to the Company's principle, and one who could, before his appointment, produce such resolutions, which the Local would approve of as the best for the annual meeting.

And if you, Mr. Farmer, will select at least one man of such ability as director, with a few others of good will, I assure you that if there really is any cheating in our Local, the fact would soon come to light and the cheater laid bare.

The Government law states: "The books of account shall be kept at the registered office of the Company and shall be open for the inspection of the members during hours of business." Accordingly, we have the power to inspect agents' books and documents, and also to review all his gradings. By that, and by the knowledge of all local farmers and their intimacy with the agent, it soon could be found out, whether he cheats or has any confederates, or whether he is giving some one higher grade and takes less dockage than to another. Besides this, many and many other things would come to the knowledge of all of us, and Mr. Agent would soon learn that there is no opportunity for cheating and no protection of confidential friends. Of course, the Head office would probably try to stop such control and power of Local. But that would have to be determined whether or not the head office could do it and why they do not agree to such a fair treatment.

The main thing is to have able Board of Directors and let them fight out their rights. The only salvation of a farmer is a organization and co-operation. However, as soon as servants become masters, then the co-operation ceases, and changes into a profitable business in behalf of the masters. It is a terrible thing, when one of the Company's executives visits a Local, to whom the complaints of farmers should be reported and when some one of board of directors gives partial testimony and so disowns the farmers. — How much longer will you, Mr. Farmer, stand for such representation? Didn't you suffer long enough? Didn't 50% of its settlers leave this district during the last few years? What are the Board of Directors for? Perhaps for the protection of the corruption and those you accuse? That surely would be a queer principle and it would be much better to give up, instead of complaining endlessly.

The canadian farmer's Elevator Companies and the Canadian Wheat Pool are the most wonderful organizations in the world, but what a logical thinker and economist must think about is that why they do not unite into one Company for the settlement of normal agricultural marketing. The shareholders could get results of their system of marketing and the wheat poolers agreeing with one another could co-operate and work much better. This economical and powerful system could stop cheating the farmers by a corruption. And to tell the whole world the truth, it would have to be said that in these one-way wonderful organizations, the farmer is as much at mercy of an elevator agent as in past. The opportunity for cheating exists all the time and the prices of farm products did not rise according to the high cost of other products. In an organization, the management and control ought to be executed not only by the Head Office but also by the Locals. The locals ought to have under their control the local affairs as much as an agent or company's travelling inspector. The concentrated power among few men only, is good for trusts and big interests, but not the very best for co-operations, consisting of hundreds of thousands members, having their marketing places in every locality, which need to be partly controlled also by Local officers, knowing local affairs better than the others.

Think about it all, Mr. Farmer, and when a meeting will be called, be your own judge and master. — Yours truly,

J. HAJEK, Kinsella, Alta. Canada.

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All newspapers do promote our organizations with utmost efforts. And when for an instance a payment of perhaps $50,000,000 is distributed among farmers by a co-operative for delivered grain, the public press does only see a very big slice coming to the grower, but not that, whether a such slice ought to be, or could be, much bigger. What does the farmer know about marketing his grain? Or does anybody know how much of grain for that amount was delivered, what kind of grade, and how that same was sold? The chief gov. inspector is the highest instance, and if he determines that a certain grain is for instance grade No. 4, that settles it. And if an expert chemist could prove that said grain is for instance No. 1 or No. 2, and not No. 4, the gov. inspector's grade is that what counts. How then can the farmer be protected? We all do very often hear the government and authorities accused of corruption, even by the public press, but we never hear of grain inspectors accused of corruption, which is very striking. There can't be no proper or just distribution of due price to farmers for their grain if some one gets cheated in benefit of another by an agent, or if the determination of inspectors grading is valid, whether just or not. A such law of grading the grain ought to be co-operatively discussed, and a just bill put before the federal parliament. We all do know that gov. inspectors do not grade all the grain and that the agents do grade sometime every load of the same grain differently. What I do mean by just grading is this: When a farmer could prove grade of his grain by another person than gov. inspector or agent, that it ought to be the valid grade, if gov. inspector or agent could not prove that same as lower grade. Where a man has no right to get what he can prove he is entitled to, there is not the proper justice, which all co-operatives ought to assure to the members as far as possible. And it is this, what means organization, education and co-operation. All farmers' institutions ought in annual statements state, how much of each kind of grain and grade they have sold, how much they have in average received for that same, how much they have paid for all that in average to the farmers, and how much of each kind of grain and grade the farmers have delivered to them for sale. This would clear up much of grain trade mystery—the practice of grading— and it would also show the real value of such organizations. The whole world ought to know how much in fact is the farmer getting for his grain in average, which is far much less, than it is by press advertised, and comprehended by the nation.

They tell us that the prices of grain are fixed through the "Grain Exchange", by natural supply and demand. The Grain Exchange consists of members of grain dealers and big interests, where farmer organizations are in the minority, and therefore do sell their grain for fixed price by dealers and big interests as everybody else. The big interests do like this system better than the old one, because all the grain goes through one channel anyhow, and is bound to come by an agreement. According to all of this, the most of maneuvering lies in grading and weighing the grain, where the opportunity for cheating is the greatest, and against which the farmer ought to organize with utmost care. Such a grading system, by which the same grain is often graded several times differently, is not just for a rule. They say that Canada has the best wheat in the world. They never say that the farmer very seldom gets paid for No. 1 grade, and very often for much lower grades. Yes, we farmers do like to hear good things about our organizations, which are our pride and reliance, but we also want them to be such, as they are advertised, and for that reason there is much necessity for a public discussion. Do the "Farmers Co-operative Elevators" harmonize with the so called 'Wheat Pool"? Yes, in one way, very much. The managements do understand each other well. They all want to stay. The Wheat Pool, having no elevators of its own, and consisting in big part of membership from the other co-operations, bring much more business to these elevators which they probably would not get in any other way. We all know that the management of the U. G. G. did help to create the Wheat Pool, but we do not all know why, or into what it will turn. And so it is the business that makes them all harmonize, if not the system or principle. There is inside of all this some very strange behaviour. There are even directors who were and are selling their grain to private interests, and who are in good harmony against such things as this circular. There are some secrets and manoeverings carefully concealed. Of course the Wheat Pool is of the utmost necessity to the farmers, as also is the Farmers Co-operative Elevators, but the creation of one of the other, instead of uniting all the splits into one big and powerful organization, is a thing worthy of consideration. Of course, we farmers must be very careful in creating such things, not to get usurped by some bigger interests. Agreements are very important things, and should be formed by majorities and not by individuals. The Wheat Pool agreement ought to be corrected. An International Pool is a very good idea because such a thing would probably unveil many things which many and many of us do not comprehend.

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Traffic Routes for Canadian Grain

BY

D. A. MacGIBBON,
Professor of Political Economy,
University of Alberta.

AN ADDRESS BEFORE THE AGRICULTURAL SOCIETIES' CONVENTION, AT SASKATOON, JAN. 14, 1926.

At the present time there is a very lively discussion taking place about the transportation of Canadian grain. Apart from the direct interests of the grain growers in sending their grain forward by the cheapest possible route to market, we have—

(1) The demands of British Columbia that the railways should make very low rates to enable her to handle all of the grain of Alberta and of western Saskatchewan;
(2) The agitation for the completion of the Hudson Bay route as a grain carrying channel;
(3) The project of deepening the St. Lawrence to enable ocean-going carriers to load at Fort William and Port Arthur; and
(4) The contention of the people of the maritime provinces that the ports of Halifax and St. John should handle the Canadian grain that now goes out via New York, Baltimore and Philadelphia.

There are certain general similarities to the arguments that are put forward by the supporters of these projects that are worthy of being noted.

Sectionalism.

In the first place, each of these schemes has behind it the support of only a part of Canada. These schemes are sectional in their nature. Within the area affected there is the most enthusiastic belief in the value of the development. The most glowing prognostications are made and unhesitatingly believed about what will take place if the demands of those interested are fully satisfied. British Columbia looks forward to an immense trading development if she can get grain rates that will divert all of the grain of Alberta and a large part of that of Saskatchewan to the western route. Incidentally she seems to think that railway rates are the whole thing, that with low railway rates she can develop Vancouver Harbor in an expensive and expansive manner without affecting the volume of her trade. People in this part of the country, I am told, see the grain traders of the west, when the Hudson Bay route is open, giving notice that their offices in Winnipeg are to let, closing up their roll top desks, putting their tickers under their arms and striking out for Dauphin, Yorkton, Prince Albert or Sask-

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atoon to build afresh a great marketing centre for Canadian grain. The province of Ontario awaits the construction of the St. Lawrence deep waterway to give her ocean ports and looks forward to watching great ships go sailing by loaded with the products of the west.

Meanwhile the maritime provinces and the city of Quebec, casting a jealous eye at the millions of bushels of Canadian grain that go out through American channels, ask if all these projects are afoot in Canada and if our eastern seaports are to be left entirely out of the reckoning. Did we not build, they ask, the National Transcontinental Railway to relieve the traffic difficulties of the west and to bring trade to Canadian seaports? They point out that governments of Canada have expended, particularly at election times, large sums of money to build elevators and improve harbors precisely in order that Canadian grain should pass uncontaminated through Canadian ports. Our far eastern neighbours say that in good faith they have believed all kinds of political promises, and have waited in vain for economic fulfilments. Is it strange, gentlemen, that they view projects designed to deflect Canadian ocean traffic to other routes not only as a lamentable miscarriage of policy, but almost as a breach of good faith? Thus you have, in four different parts of the Dominion, four different points of view.

The Appeal to the Western Farmer.

In the second place each of these schemes makes a direct appeal to the pocket-book of the western Canadian farmer. The favorite figure of those who support these schemes seems to be about ten cents a bushel. Julius Barnes places that figure on the savings to be effected by deepening the St. Lawrence. Mr. J. G. Scott, of Quebec, my colleague on the Royal Grain Inquiry Commission, suggests a rate basis to that city, that would mean he says, a saving of 10 to 13 cents a bushel on wheat to the western farmer. I have seen it said that at least ten cents a bushel would be effected in savings by the use of the Hudson Bay route. As to the precise amount that would accrue to the farmers within the circle of the Pacific if Premier Oliver of British Columbia could establish his contentions completely, I am unable at the moment to give any figure, for I have not at hand the latest speeches of that gentleman upon the subject, but I know that the sum is large—very large. It must be borne in on you by this time that the western Canadian farmer is surrounded by very eminent gentlemen who are dying to give him new transportation routes that will, they tell him, save him millions of dollars.

Government Support Required.

The third feature of all these schemes is the peculiarity that they make no appeal to private enterprise, but call for government intervention. There is no suggestion that private capital could be induced to build either the Hudson Bay Railway or to construct a deep water channel from Lake Ontario to Montreal. We have nothing in the case of the St. Lawrence project analogous to the

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building of the Suez and Manchester ship canals, where private enterprise believed that the savings would be so large that tolls could be charged that would repay the investors for their enterprise. In the case of the St. Lawrence, strikingly enough, there are great endeavors to get hold of the right to exploit the power resources of that great river. Private enterprise can see the profitableness of that operation, but private enterprise stands aside when transportation projects are being discussed. With respect to the lower railway rates that are being demanded by the city of Quebec and by the maritime ports the allegation is made that these low export rates will be profitable to the railways, that it would mean a greater utilization of railway equipment particularly during the season when traffic is relatively dull, but the men who are interested in producing dividends for the C.P.R. and those who take pride in announcing improving conditions on the Canadian National lines, are unable to see what is claimed to be an easy avenue to profitable revenues. Indeed, they say that such rates would not be remunerative, and the best evidence that they are honest in that statement is that the low rates asked for are not inaugurated. If the maritime provinces could convince the railway executives that these low rates would be profitable to them they would speedily go into effect. On the west coast the battle of railway rates is also being fought, the railways bitterly fighting reductions on the ground that reduced rates will not be remunerative.

The Burden Upon the Taxpayer.

This brings me to a fourth aspect of these projects. They are all presented as being of great national importance, which means, I take it, that there are believed to be considerations at stake in each instance that override ordinary commercial tests of soundness. For the real significance to this claim to national importance is that the burden of possible loss is not to fall especially upon the sections of the country that stand to derive direct benefit from these projects if they are put into execution. The burden of expense is to fall mainly upon the taxpayers of the country at large. If the Hudson Bay route should prove an economic failure the deficits will have to be covered by taxation upon the people of Canada as a whole. They will foot the bill. Even more obviously is this the case with respect to the St. Lawrence system of canals. It is estimated the new Welland Canal, when completed, will cost over $100,000,000, but I have heard not the slightest suggestion that tolls high enough to yield carrying charges of at least $6,000,000 a year should be levied upon the users of that channel. Carrying charges are to be met evidently out of the public exchequer. Nor have tolls even been taken into the calculation of the more ambitious scheme to make a 25 or 30-foot channel from Lake Ontario to Montreal. If a reduction of rates on grain for export to the extent demanded should not prove remunerative to the national railways, the Dominion treasury would have to come to a still greater extent to their aid. Reductions to a non-remunerative level westward would have exactly the same effect. Some one may object that I have

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apparently forgotten that the C.P.R. is also a factor in the transportation situation. Well, all I have to say is this, that there is no doubt that sectional political forces might compel the National Railways to establish non-remunerative rates, and indirectly do, what I don't think they could do legally under its charter, force the C.P.R. to follow suit. In that case some of the loss would fall upon the shareholders of that road, but it would also be reflected, I believe, in a letting down of the standards of service that the patrons of both lines enjoy. Now, you may all take the view that these projects are all of sufficient importance to warrant an increase of taxation to put them across and get them under way. At this point I am not discussing the question whether they are or are not of sufficient national importance to justify an increase in our taxation. At this time I am simply outlining the situation.

Subsidized Transportation a Form of Economic Protectionism.

The facts that I have placed before you suggests a conclusion that may not have occurred to you. All these projects, in so far as they lean upon the government, in so far as they aim to divert trade, industry and capital from the courses they would naturally take under conditions of free enterprise, are part and parcel of a policy of protection. Many people in Canada identify protection only in connection with the policy of maintaining a protective tariff. But that is a mistake. A protective tariff operates to divert capital and industry into lines that it would not take if the government had not intervened. This is what all these transportation measures, directly or indirectly, propose to do. The bringing of transportation systems within the scope of economic protectionism is well known to students of the subject. The German authority Grunzel points out that in Germany before the war, "railway rates became not merely an auxiliary to protective duties, but in a still higher degree a means of encouraging exportations." The Germans manipulated railway rates to feed their own ports at the expense of their Belgian and French and Dutch competitors. Grunzel relates how Bismarck exerted his influence upon the railways to make them "become instruments of government policy."

Of exactly similar import are the reductions arranged for on coal from Alberta to Ontario. The government has granted a sum of money drawn from the taxpayers of Canada to make these shipments possible. This sum of money is a bounty expended in the interests of encouraging home industry. The same thing is true if the government subsidizes a route to Europe via Hudson Bay, or a ship canal via the St. Lawrence, or by meeting deficits on the National railways, due to its requiring them to carry grain exports at less than remunerative rates.

All these projects are put forward by sectional groups in Canada. Each purports to ensure a certain saving in transportation to the grain growers of the north-west. In no case is the project sufficiently attractive to interest private capital or private initiative. The Dominion of Canada will foot the bill where losses occur. Subsidizing economic enterprises to bring them to birth, or to keep

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them in existence is the essence of economic protectionism. In these instances instead of the manufacturers of Ontario and Quebec being the direct beneficiaries, direct benefits would come to the grain growers and to Canadian seaports. I bring this side of these projects to your attention neither as a method of condemning any or all of them nor as a method of winning approval for them. Purely in the interests of clear thinking it is necessary to understand their nature.

Present Routes of Shipment.

Keeping these points in mind, let us next consider our present methods of getting our grain to market. For the crop year 1923-4 we sent abroad in round numbers 80,500,000 bushels via the St. Lawrence, 141,000,000 through American ports, and nearly 54,000,000 bushels were shipped from Vancouver. This autumn over 162,000,000 bushels were shipped from the head of the lakes via the United States, over 20,000,000 in excess of that by Canadian ports. The latest figure I have seen for Vancouver is over 10,000,000 bushels so far, but her heavy shipments come during the winter months. For the season 1923-4 Montreal handled over 23,000,000 bushels of American grain.

The explanation why Canadian grain goes out by American ports and American grain goes out through Montreal rests upon certain conditions well known to shippers. In the first place the grain operator must consider the sum of the costs he is under from his initial shipping point to his European destination. This includes on the eastern seaboard lake rates, handling charges, freight rates and ocean charges. New York has an advantage over Montreal in shipping space offering for parcel shipments to be used as bottom cargo. About 50 per cent. of the grain shipped out of New York goes out in parcel lots. Cheap parcel rates to some extent counterbalance a more expensive lake and rail rate to New York over the all water route to Montreal. But another advantage comes from the shortness of the St. Lawrence season. The lake and rail route to New York is open about a couple of weeks longer in the fall than the Montreal route. Just at the season when the grain is piling into the lake ports in full flow the St. Lawrence route closes. The grain goes forward then via the United States. Moreover, Buffalo is within the shipping circle of the full shipping range of the American north Atlantic ports. It is a good position to have grain in to take advantage of the market and to get shipping. Hence the lake fleet to the number of over 100 ships take down a last cargo to Buffalo for winter storage, and this grain moves out chiefly by American ports. On the other hand, in the early part of the season, and in the spring months, Montreal has advantages for cargo shipment that New York can not touch. There are better harbor arrangements, the costs of bringing down the grain and of getting it on board vessel at Montreal from the head of the lakes is less than costs of the same for New York. Now the American harvest is earlier than the Canadian, and the result is Montreal draws American grain each year before Canadian grain is being shipped;

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as the flow of American grain falls off, Canadian replaces it and continues until the Montreal season closes. I should explain that there are great variations in the amount of American grain shipped abroad from the spring wheat region. Moreover, a large part of the American surplus develops on the Pacific coast, or so far south that it goes out by southern ports.

The Pacific Route.

The great advantage of shipment via the Pacific is that a large volume of Canadian grain, especially in Alberta, is not threshed until it is too late to move by the eastern route. This grain instead of having to be stored until spring, can be moved out gradually during the winter. The facilities being there, and organization being built up to work through the Pacific gateway, they tend to be used throughout the season. The route is thus of great value in helping to handle the western grain crop. Incidentally it is to be noted that the western route exerts a beneficial influence upon the rates made by the vssels of the Great Lakes. Any combination now attempting to force an appreciably high rate on grain going down the lakes immediately sets more grain moving out by the western outlet. The Pacific route thus tends to benefit to some degree the grain grower who is located so far east that he normally ships via the Atlantic seaboard. Another element of strength in the ability of the Pacific route to draw grain in that direction is that as the rush of grain with the closing of the lakes slackens via the eastern coast, shipping rates tend to fall somewhat on cargoes moving out from the west. To get business the boats will make a lower rate to Vancouver.

Naturally the grain growers of Alberta and Western Saskatchewan desire as cheap a rate as they can obtain upon grain going to Vancouver. Naturally British Columbia wishes rates to be so lowered that she will get a large volume of shipments, and extend the area tributary to her seaports. I am not in a position to say whether the present rates are as low as the railways can remuneratively make them. That is a matter for the railway commission thoroughly to probe in their present investigation. Moreover, it is fair that the rate should not be discriminative, all conditions considered, with those rates prevailing eastward. But there seems to be a further demand that out of regard for British Columbia's desire to become a great shipping province, and the natural desire of those using the route to ship at as low a rate as they can force, that the route should be subsidized on grounds of national policy. I shall defer comment on this until I discuss later what I construe to be a similar demand from the east. Both demands are upon the same basis.

The Hudson Bay Project.

Let us now turn to the Hudson Bay project. Since this project has been endorsed by all political parties in parliament, and now seems likely to be completed at an early date, it is rather academic to discuss the wisdom of the policy of building that route. I pause to do so, because I really do not think it will for a long time, if

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ever, be of much importance to the grain growers of the west unless very heavily subsidized. It may have more significance to the stock breeder, and the area opened up by the railroad may lead to mining developments. I confine myself to the prospects of the route as a grain carrier.

Now, there are two aspects of a project that must not be confused. One is the technical possibility that a certain engineering project or transportation project can be achieved. The second is the probability that when this has taken place the commercial conditions are favorable to the venture being profitable. All over Canada we have engineering constructions, dry docks, piers, elevators, etc., built by the national government which can only be looked upon as works of art, since the issue shows they are of no economic significance. Due weight was not given to the economic side of these ventures. In this instance it is to this second aspect of the project I wish to address myself.

In the first place, there is the shortness of the season. I have before me a report issued by the Natural Resources Intelligence Branch[1], a return to an order of the House of Commons, 14th April[2], 1924, and Mr. John Campbell's[3] brief in favor of the route. The most general opinion by men who have been in Arctic waters appears to be that the season would close somewhere between October 20 and November 1. This curtails the fall season most severely. The export of wheat shipped out of Canada for the fall season of 1923 shows approximately 34 million bushels of wheat shipped out in September and October (Table No. 77, Report on the Grain Trade of Canada, 1924) and 121 millions during November and December, out of a total for the whole crop year of 289,000,000 bushels. That is to say, less than 12% of wheat exports were in a position to take advantage of shipping facilities in September and October. Further, it does not appear that the port will be reachable until about the first of August. During the month of August, 1924, only 8,000,000 were kept for shipment that month. I do not consider it likely that grain growers would ship their grain to terminals at Port Nelson with a view to holding it there for shipment in August the year following. It would be out of the market, and could not be delivered on contracts if a favorable situation developed. As a matter of fact, Europe looks to other sources than Canada for grain during July and August. The evidence thus points to a short season and little storage at the Bay.

This leads me to a second observation. If the grain handling equipment at the port will only be actively doing business two or three months of the year, then the overhead charges upon capital investment will be very high, since in that short period of use interest will have to be earned on the cost of the plant. Anyone familiar with the grain export trade knows upon what a narrow margin business is done.

[1]The Hudson Bay Railway Belt and Hudson Bay.
[2]Mover, Mr. Stevens.
[3]John A. Campbell: The Hudson Bay Railway.

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Moreover, all reports agree that vessels of a special type are needed to withstand floating ice. (Resources, p. 26.) This means a ship of added cost and lessened capacity. The problem at once arises where such boats could be profitably employed the remainder of the year in competition with the less costly and more commodious vessels in general use. Further, the evidence before the senate committee states the preferred draft for a vessel is about 17 feet. Vessels of this size play a very small part in ocean trade, except in short sea trading such as taking coal from England to the continent and other short routes. Vessels of this draught are much less efficient than vessels of from 24 to 27 feet draught. This is one of the striking developments resulting from the great war. The Welland Canal was designed to be constructed at first with a depth of 25 feet, but the depth has been increased to 26½ feet. It is well recognized today that navigational efficiency for cargo vessels is found in ships drawing when loaded from 25 to 28 feet. Insurance charges upon the cargoes and upon the hulls of the vessels would be very much higher than even that placed upon vessels entering the St. Lawrence, where there is approximately an additional charge of 5% of the average ocean freight on wheat. In 1914 government boats going into Hudson Bay were asked to pay 11% of an insurance premium. This is probably higher than would be made as a regular rate for grain vessels, but even if reduced a lot would still be very much higher than insurance to Montreal or New York. The Montreal rate on grain for 1924 averaged about 20 cents per hundred dollars of value. One reason why insurance rates would be very high for some time would be the lack of statistics upon which insurance companies could base calculations as to what would be a fair rate.

Finally, it is one thing to build a railway and harbor works, as many seaports in Canada have found out, and quite another thing to persuade business to leave its familiar channels and go that way. Established ports are highly organized and in sharp competition with each other to secure and handle traffic. The Port of Montreal pays a man the salary of a cabinet minister to scour Europe and Great Britain for traffic for Montreal. Vancouver has its agent on the prairie swinging traffic in that direction. When the Manchester ship canal was constructed it was found necessary to form an organization to go out "and sell the port to the shippers." Behind all these ports you have a large and enterprising city exerting all its strength to make the port attractive. There is no city at Port Nelson and no organized commercial enterprise peculiarly interested in its development. This of course may come, but that will take time.

For these reasons I see no large immediate gains coming to the grain growers from the completion of the project, but in fact evidence that the Dominion government will have a bill to foot as a result of its construction that will fall upon the taxpayers of Canada.

The Proposed St. Lawrence Deep Waterway.

The situation with respect to the construction of a proposed ocean going channel via the St. Lawrence is not unlike that of the

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Hudson Bay route. In 1913 the construction of a ship canal to replace the Welland Canal was begun. Up-to-date there has been a direct outlay of over $34,000,000, not counting the interest charges, and it is estimated that the total cost will exceed $100,000,000. The depth was originally placed at 25 feet, but has since been increased. Now there is a proposal before the people of Canada and of the United States to construct a deep water canal from Montreal into Lake Ontario, and to link this up with the New Welland Canal to give a ship canal into the upper lakes. Associated with the scheme is the development of power. There appears to be no doubt that the power side of the enterprise is sound from a pecuniary standpoint, especially if we wish to export power to the United States, and that the river might be developed for power alone in such a manner as to leave the way open at a later date for a ship channel if one is desired. But the scheme as it stands is to develop both at the present time.

I confine myself here to the navigational aspects of the venture, and will take into consideration only costs properly chargeable to navigation. The cost chargeable to navigation for a 25-foot channel from Montreal to Lake Ontario will total ultimately, I believe, at least $175,000,000. If built with a 30-foot depth the cost will be much larger, since the channels between the great lakes, and with a couple of exceptions the harbors in the upper lakes, are at present not greater than 22 feet in depth. Fundamentally, without considering the division of costs between the United States and Canada, the dilemma that faces the project is this: a 25-foot channel would only allow vessels loaded to about 22½ or 23 feet to enter or leave the lakes. The route would be limited to the smaller, less efficient and especially the slower ocean-going vessels. As opposed to the more rapid transportation via the railways and Atlantic ports it is doubtful if they could attract sufficient tonnage at a low enough rate to stand a toll that would provide payment for the annual carrying charges. That is, that would yield enough savings to make the scheme sound economically. Unless it could do that it would be a subsidized enterprise. On the other hand a 30-foot channel, while it would increase navigational efficiency—allow the large cargo boats to come in—would increase the total costs of construction to such an enormous degree that it would more than eat up the savings secured from lower navigation rates. The increased tolls would be heavier than the savings made by increased efficiency.

The proponents of the scheme, however, silently assume that the new channel will be free of tolls and that the taxpayers of Canada and of the United States will pay the interest on the capital expenditure necessary and the annual costs of operation and repair. That is, a gigantic subsidy would be donated to the users of the route.

The Canadian attitude to the project is conditioned by the fact that the New Welland Canal, building, as I have said, at an expenditure of over $100,000,000, will not be much used unless the St. Lawrence project is executed. Here you have the same situation as with respect to the Hudson Bay route—large expenditures

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already made, and an argument that in order not to lose money already expended, we must resign ourselves to further expenditures, willy-nilly, with increasing burdens upon the taxpayer. Incidentally observe in connection with the St. Lawrence route that these expenditures are being made chiefly in the province of Ontario, avowedly to give that province ocean ports. There has really been no demand from the west for the St. Lawrence project, though the chief claim made for it is that it will reduce the cost of the transportation of western wheat.

The Claims of the Maritime Provinces.

This brings me to the complaints that are being registered by the cities of Quebec, St. John and Halifax. Logically and morally, I believe their position is absolutely unattackable. Transportation ventures, all purporting to be for the national benefit, are being or have been subsidized right and left by our national government. On the basis of political promises, on the ground of transportation subsidies given elsewhere, in the very words setting forth the reasons for the construction of what are now the National Railways, our sister provinces by the sea and the city of Quebec have the right to feel that their claims have not received full consideration. The promises which the people of Canada endorsed by the election of 1904 have not been implemented.

But it is a mistake to lay the blame upon the railway executives of the country. The Grand Trunk made a start at assuming its obligations and went broke. We can hardly expect the present management to shoulder the burden and responsibility, for it would affect the C.P.R., of putting in what they maintain are unremunerative rates, even though they may be nationally desirable. It is also a mistake to expect the pool officials or the grain growers or any other grain dealers to ship their grain except by the cheapest route available. We know that competition is so keen that any other course would be fatal to them as business enterprisers. Nor can I agree with a former premier of Nova Scotia when he said that the grain growers of the west should ship their grain through Canadian Atlantic seaboard ports even though it cost them money to do so. That is too much to expect of human nature, nor it is in accord with the logic of economic protectionism, of which all these transportation ventures and schemes are a type. No, the logic of economic protectionism is that while the direct benefits of protection may fall to a single group there are indirect benefits to the country at large, and the burden of giving protection should therefore fall upon the state as a whole.

Rebates or Subsidies.

This leads only to one conclusion. We cannot expect the Board of Railway Commissioners to order the railways to make rates that the latter can show are not remunerative in order to subsidize Canadian routes. Valuable as its function is, there are metes and bounds to what it can accomplish. The only way by which a volume of grain shipments might be set flowing to Canadian

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Atlantic seaboard ports is through parliament frankly subsidizing the route. The method of accomplishment would be (1) to have the Board of Railway Commissioners make a thorough investigation and determine a rate that would not cause loss to the railways; (2) determine at what rates grain should reach tidewater in order to compete with the American range of ports; (3) the difference between these two figures would have to be made up by a rebate to the exporter using Canadian lines and seaports; (4) the burden of making these rebates would have to fall upon the Dominion treasury; (5) such rates should come into effect with the closing of the St. Lawrence river, and should remain available each year until the opening of that channel in the spring. This is the only method I know of by which the maritime seaports may hope to share in a large way in the export of Canadian grain. At that it must be pointed out that by this method these ports could only hope to deflect a part of the grain that now goes by United States channels. New York is a great port into which the vessels of every nation trade. Her demands for grain in parcel lots as bottom cargo would continue even if a lower rate were necessary to secure it. But, on the other hand, it should be possible by subsidizing the routes to Canadian ports to take away from her shipments going out in full cargoes. The grain tramps could come quite as easily to Halifax as to New York or Philadelphia.

If the people of Canada wish to utilize their own ports this is the course they will have to pursue. Economic protectionism has been part of the policy of Canada for 46 years. The doctrine of the development through protection of infant industries has been preached incessantly—a subsidy to encourage the maritime ports would be in accord with the logic of that policy. My interest at the present moment does not lie in recommending that that policy should be pursued, or that, on the other hand, the complaints of the maritime provinces should be ignored. I have simply attempted to analyze the present situation with regard to conflicting schemes and projects of transportation.

The difficulty with all subsidized schemes with respect to industries or to transportation is actually to know that they result, in balancing up the gains and losses, to the ultimate advantage of the community as a whole. It is usually quite easy to show that a given scheme will benefit a group, but the general burdens and ill effects of higher prices or heavier taxation upon the individual members of the community as a whole are not so easy to detect because they are generalized.

At any rate, it does seem to me silly and poor economy for the people of Canada to be at work subsidizing simultaneously two or three different transportation routes whose individual success can only be purchased at the expense of the other routes. If the Hudson Bay route were successful, and undoubtedly many of you do believe that it will be successful, we would not, at least for a long time, need a deep water channel down the St. Lawrence. We may go forward with the St. Lawrence project and see it deflect

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sufficient traffic away from our railways to put the Canadian National back where it was four years ago. We might go forward with the St. Lawrence, and the chief engineer of that project says that after it is built (Return, p. 39) little grain will go out by Vancouver. It would undoubtedly prejudice any chance the Hudson Bay route has of success. If to satisfy the demands of our seaports we subsidize exports rates we eliminate the necessity of immense capital investments in waterway projects.

Of all these possible lines of policy to pursue, subsidizing of export rates has the broadest national significance. It would tend to bind the maritime provinces and the Pacific coast into a community of interest with the rest of Canada, it would fulfil the purpose for which our national railway lines were constructed, and since at the present time we are tied up in a system of economic protectionism, it would balance to some degree the special benefits that Ontario and Quebec enjoy under the tariff by assuring low export rates to the western grain grower and a share in Canada's growing international trade to our seacoast cities. This is the position that adherence to a protective policy inevitably leads us to. Logically there is no getting away from it.

I am not unaware that the whole problem might be treated from a different standpoint, from the standpoint of free trade, with its insistence that there shall be special favors granted to none, with its insistence that the farmers of the west shall not carry the burden of maintaining and expanding the population of the industrial cities of the east, with its contention that industry should stand upon its own feet and make its way by native energy, ability and resoluteness—*but*, at the present time, I find we have in Canada, and have had for nearly half a century, a system of subsidizing industry and transportation, and I contend that the logic of that situation is, if we are going to retain this system, which of course is an open and burning political question, that until the physical volume of freight to be moved is greatly increased, we are foolish to subsidize a series of competitive transportation enterprises, when we know that the success of any one of these will destroy the success of the others, or more likely ensure the failure of all by dividing the volume of traffic when there is already not enough to go round. We are foolish not to recognize that we are only thereby putting increasing burdens upon ourselves as taxpayers without bringing permanent value to Canada. Finally, let me point out that if we are going to continue a system of economic protectionism then we must bring the maritime provinces and the west within the scope of the system. British Columbia, the west, the maritime provinces, cannot be treated on the one hand as political partners and as economic strangers and outlanders on the other.

I do not expect, gentleman, that many of you have agreed in general or in detail with my proposition here today. But if by bringing to your attention a point of view which you have not previously considered I induce you to make a deeper study of these problems for yourselves, I shall not consider the time misspent.

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WHEAT GRADING.

On page 4017 Hansard May 31st, there is a series of questions and answers appearing in reference to wheat grading. It shows that ~~xxxxxxxxxxxx~~ of a total of 1,133,617 bushels of tough #2 Northern that was treated in the Vancouver Harbour Commissioners Elevator alone, that 640,147 bushels were made straight No. 2 Northern. According to the Canada Grain Act as it now stands, last year the inspector was given the authority of making it straight No. 2 Northern or dried No. 2 Northern, or he had the alternative of making it a straight #3. However, the people who received the straight No. 2 Northern certificate for their dried grain received the benefit of easily 5 cents per bushel over the parties who either got dried No. 2 Northern or straight No. 3 Northern.

There has been a great many complaints from independent shippers that they always received dried No. 2 Northern or No. 3 Northern and it is just a big line of Elevator Companies that have been able to get this advantageious rate, that by the way was slipped in on the amendment of the Act last year. However, taking it as it is, if the public elevators, which the Harbour Board Elevators are, handle their grain according to the Canada Grain Act, it would be impossible for them to determine who would get No. 2 Northern and who would not, as all the grain, according to the Act, ~~has been~~ altogether, ~~it~~ i.e., tough No. 2 would be binned in one bin, and when it was dried the Elevator people would have no idea whose grain this was and would have to take a guess at who they would give dried No. 2 to, and those that they would give straight No. 2 to. There is no question that the producer has lost many thousands of dollars from this practice as the warehouseing of grain in public elevators distinctly points out that no special binning shall take place. This issue is of such importance that certainly an investigation should be held and meetings held in several different places in the West to take evidence on this. I certainly would suggest that it would be a very popular thing if the Conservative Government would bring this issue to the attention of the Government and if the Government did not act, they would as a matter of fact, be on record, as there will be a lot said about this during the different campaigns that are to be held.

Mr. Coote and the Progressive party are getting a great deal of prominence from the questions that they are asking in the House relative to the Harbour Board, and it is generally conceded by everybody in Vancouver that the situation is critical. When the information as to how the independent producers have been treated by the Elevator Companies, and especially those run by the Government, and when they went so far as to put in an arbitrary rule whereby the Elevator Co's. could take 4% as a shrinkage on the farmers' tough grain when they were drying it, whether that amount of moisture was in it or not, is certainly a serious state of affairs as far as the producer is concerned.

It is a well known fact that there is a great percentage of the supposedly tough grain that the Terminal Elevators charge drying fees for, and as far as the bill to the producer is concerned, it is never put near a drying machine.

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With the amount of tough grain that has been handled this year, if there was an accurate and proper check up on the terminal and private elevators throughout the Country, it would be found that an enormous toll was taken from the producer.

In reference to the annual weigh-up, the Board of Grain Commissioners have failed to have a proper weigh-up, although they have been notified of this years ago. In the year 1923 - 1924 when the weigh-up was being taken at Vancouver, the Superintendent of the Harbour Board Elevators, Colin McLean, demanded that the Board of Grain Commissioners would have a full and complete weigh-up, i.e., the gross weights in and the gross weights out. At the present time, the Board of Grain Commissioners just takes the nett and this allows the Elevator Companies to manipulate what is in the house to tremendous advantage.

Another thing that has been largely put into force at the Head of the Lakes is the question of one Company owning a private Elevator and a public Elevator, and of course no very large overages appear in the public elevator as it is in some manner transferred to the private house, and of course these houses not being weighed up, they can get away with their overage without it becoming a public record. However, as a great number of the Elevators at the Head of the Lakes are what they call regular private elevators, and actually do the same business as a terminal Elevator, as they chrage storage, and besides that they are allowed to mix other people's grain and are relieved of having to have a weigh-up. However, the Government has thr weights of everything that comes in these elevators and they have the weights that go out, and once every week the elevator Company has to put in a sworn statement as to their stocks. It would be easy for them to take their stocks at the beginning of the season and take their receipts and shipments and what they had on hand by their sworn statement, and find out just how much overages these private elevators really had. While on the face of it, it shows that the overages at the terminal elevators are not as large as they used to be, in reality this is not a fact as there are more overages to-day than ever was collected at any time at the Head of the Lakes. But there has been practically whole boat loads of grain that has left the Head of the lakes that was cleared without any official record in United States Ports and they were easily able to pay the 40% duty on it and put it into United States for domestic consumption.

In reference to Mr. Coote's question on page 4016 referring to Vancouver Elevators - in question #5 it states that the overage for 1923 -1924 crop year of the Harbour Board Elevator was $168,307.03 whereas in their audit statement the figures of the overage are $191,006.31, or a difference of $22,699.28.

MINUTES OF EVIDENCE, Series 3 (H.C. 26, I, Volume 4)

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On page 4019 Government Terminal Elevators - being questions by Mr. Gardiner. I wish to point out in the answers it has expenses exclusive of interest and insurance. Last year, Hon. H. H. Stevens asked a question in reference to the Government Elevators carrying insurance and the Government answered that no insurance was carried on Government Elevators. It would appear that this was put in to absolutely mislead the members of Parliament. It is a very remarkable fact that there has not been practically one question that has been asked in reference to Vancouver, or any of the grain questions, that have been correctly answered, and it would indicate that the Government was doing their utmost to prevent a proper knowledge being given.

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The fight being waged in Ottawa by the Winnipeg Grain Exchange and the Terminal Elevator group whose method of operations has for the past twenty (20) years caused all Governments that were in power during that period much trouble. Prior to 1912 farmers delegations were continually bombarding the Powers in Ottawa for help and redress against the Terminal Elevator Operators and the Winnipeg Grain Exchange, a farmer book was issued by the Grain Growers Grain Companies in which they accused the Terminal Elevator operators with everything but murder in the first degree. As a measure of relief the Government passed the Canada Grain Act 1912, and this provided for a Grain Commission to protect the farmer from the Winnipeg Exchange and the Terminal Elevator grain robbers, the act also provided for the Government to build or expropriate elevators, and as a result, the Government Elevators at Port Arthur, Moose Jaw, Saskatoon, Calgary and Vancouver were built, this at the time being the Western farmers demand, but shortly after this the Grain Growers Grain Company launched out and leased from the C. P. Ry. Elevators B. and E., they then purchased the only Mixing Elevator at Fort William, thus they went in and operated under the same conditions that they once condemmed, so the Saskatchewan Co-Operative Elevator Company seeing how the Grain Growers Grain Company were doing also launched in a Terminal Elevator scheme, and, they even went the Grain Growers Grain Company one better by building No. 1. Saskatchewan Elevator (a Public Terminal) and No. 2., a Mixing House, and had them connected so it was possible to transfer from their Terminal to their Mixing House, notwithstanding this was against the provisions of the Canada Grain Act, but others started to request the same excellent arrangement and the Grain Commission made them do away with this wonderfull feature, now both of these farmer companies joined the Winnipeg Grain Exchange, and the Lake Shippers Clearance Association, and treated the farmer in the same manner that the organized trade did, they even went further and added a few thrills. The Grain Growers Grain Company placing in a few false bottoms or secondary valves, and the Saskatchewan Co-Operative making connections so they could transfer grain direct from their Terminal Elevator to their Mixing House, it was apparent to the even slightly informed producers, that the farmercompanies were in name only, and even lead the way to show the Private owned Elevator Operators how to manipulate the farmer. The discontent was so insistant that the Union Government appointed a Royal Grain Commission under the Chairmanship of Judge Hyndman, this Commission started to get busy when the Grain Growers Grain Company and forty (40) members of the Winnipeg Grain Exchange attacked the validity of the Canada Grain Act, and had it delayed, so when the present Government came into power they created a new Royal Grain Commission under Judge Turgeon, this commission that cost $200,000 was made famous, by the fact, of not having one recommendation it suggested accepted by the Government. As a result of the failure of the two farmer companies living up to the standard they were supposed to operate, the dissatisfaction forced the Pool into existance and in less than three years they humbled the proud Saskatchewan Co-Operative Elevator into submission to such an extent that they had to sell out to the Pool lock, stock, and barrel, and at the present time the Pool is is dictating its own terms to the Grain Growers Grain Company, thus it is shown the two farmer companies were operated and run contrary to the wishes of the producers. However we find now the Pool is making the same mistake as the farmer companies as it has launched heavily in the Mixing House business.

The statement advanced by the Grain Exchange Group as to taking away the right of an owner of grain to ship to any Terminal absolutely kills Sample Market Trading, and if that is done it will kill Private Elevators, as licences are given to Private Elevators under the authority of Sample Market Trading, and sample trading means you can do what you like with your own grain, everybody in Canada knows the play being made against the right to ship your own grain is simply vicious.

MANITOBA ARCHIVES, Series 3 (G.G. 26, I, Volume 3)

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051312

Another argument that is being advanced is that it will cause congestion at terminals This is amyth pure and simple, as the practice of grain arriving at the head of the Lakes is this, if grain is billed directed to a specified Elevator to be unloaded the Railway Company will place it at that Elevator, but if the Elevator has more cars' than it can unload the Railway Company will place these cars' in any Public Terminal Elevator that can handle them, and the C. P. R. G. T. P. and C. N. R. Elevators were built for that purpose, they did not have country Elevators or feeders in the country and just carried outa public warehousing business. The Railway Companies have two alternatives first place the car in any Public Terminal Elevator, or they can charge demurrage, and of course no company is going to pay demurrage, the demurrage can be arranged $1.00 first day $2.00 second day and so on to $10,00 for ten days that would stop anybody holding cars on track. Furthermore the Pool's principal orginization plank is not to glut the Terminal market and ship all our grain out in three (3) months, which is an uneconomic and costly method, and at the present time our Elevator facilities are not being employed to anything like this capacity our monthly grain receipts shows three (3) months tremendous shipment and nine months just slightly operating which is against the object of the Pool namely a uniform flow of grain to the World's market. If the proper amount of grain is loaded into the car at point of shipment and no loss occurs during shipment, it must be the correct amount at any Terminal Elevator as all grain is there weighed under the supervision of Government weighman and is supposed to be correct, and if it is not our Government weight certificate's are wrong.

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051313

Ottawa, Ont. October 6th. 1922.

My dear J. R.,

I have your personal letter of the 3rd. instant.

This news is interesting but I cannot say it is surprising. The Government will be able to do this kind of thing for a little while - that is, try to persecute everybody who opposed them - and are firing returned soldiers and competent faithful public servants everywhere, and putting in political hirelings. It will not be long though till the inevitable happens and a volume of resentment and dissatisfaction will arise and then they will begin to see that they are not secure and will go easy. Of course, the only thing in the meantime is to hammer them for this kind of work, and that, on my part, I will not fail to do. There is no way in which I can put the question with any effect between sessions, and I suggest that you write just as the session opens asking me to get you any information at all or to demand any explanation, and then I will do it in such

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051314

a way that they cannot get out of a reply. Please make a note of this.

The Civil Service Commission has nothing to do with dismissing people. Anybody can be dismissed by the Minister, but the Civil Service Commission has to do with the appointing of a successor.

Billy Staples must be working very hard. I have written him twice, but he has not answered.

Yours very truly,

J. R. Smith, Esq.,
B. J. Ostrander & Co. Ltd.,
Grain Merchants,
512 Grain Exchange,
Winnipeg, Man.

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051315

B. J. OSTRANDER & CO., LTD.
GRAIN MERCHANTS
512 GRAIN EXCHANGE
WINNIPEG
CANADA

Personal

Oct. 3rd. 1922.

Dear Mr Meighen.

The Grain Commission are certainly out after us and it has come to me indirectly that on account of our persistant activities on your behalf and the party you are leading they have had hints thrown to them to place all possible obstacles in our way. as the Nwos Chronicle came out with some startling news re grain and showing how you had foreseen the grain situation and they are reluctent to have to do just what you advocated. We had a dispute about the grade of a cargo we shipped some time ago and while it is an ordinary thing and frequently occurs yet they made a great row about it and as a matter of fact have discharged the Grain Inspector who were acting at our house because he would not make a statement that we were trying to put something over. It is really a case of persecution and it seems they are killing two birds with one stone as this man is an ardent admirer of yours. Could you ask the Civil Service commission for a statement as to why "Mr Beckner" Grain Inspector at Port Arthur was dismissed as the fact of him making a mistake in grading would not justify dismissal for if this was the case every Grain Inspector would

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be fired several times a year, and there would be no need of any Sulowing Board if all Inspectors work were absolutely perfect. as a matter of fact, two Inspectors may have two opinions on a sample of grain as inspectors are only human.

There has been a great many things that surely point out how justifyable the Royal Grain Commission really was and it will ultimately do your party a great deal of good, the Farmers feel the stranglehold and the Progressive party are not seeking any investigation on account of how rotten the Farmers Company are If you want any information on this will gladly see you get it.

Would you ask the Minister of Trade & Commerce for a copy of the proceedings that the Grain Commission held under Oath when the Inspector and Sampler of Davidson and Smith house gave evidence before Chief Inspector and Grain Commission on the loading of a cargo of wheat on Steamer Pollock.

Hope you and your family are real well, and you can direct this to the waste paper route, if you so decide as you will know best. "It seems that on account of me being quite friendly with Mr. Staples they intend showing there was something wrong. I am living at Fort William now.

Personally Regards.

J. R. Smith

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051317

Ottawa, April 20, 1923.

Theo. A. Hunt, Esq., K.C.,
408 Bank of Nova Scotia Bldg.,
Winnipeg, Man.

Dear Theo:

I have your letter of 16th April and have filed a motion with the Clerk for the return you ask for.

Yours very truly,

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TELEPHONE: A 7729

051318

CABLE ADDRESS
"AULD," WINNIPEG

HUNT, AULD & WARBURTON
BARRISTERS AND SOLICITORS
THEO. A. HUNT, K.C. F. G. WARBURTON

408-411 BANK OF NOVA SCOTIA BUILDING
254 PORTAGE AVENUE
WINNIPEG, CANADA

YOUR FILE NO.

OUR NO.

Without to acknowledge

16th. April, 1923.

The Rt. Hon. Arthur Meighen, Esq., K.C.,
Ottawa, Ontario.

Dear Arthur:-

I wish to get a return showing the names of the Grain Dealers in the Western Inspection Division who have taken out a license under the Grain Act, and a list of those who have not done so. You will recollect that Section 215 was declared ultra vires by the Manitoba Court of Appeal, and the Supreme Court refused to allow an appeal from that decision.

The Grain Commission has endeavoured to indirectly force unlicensed dealers to take out a license by advertising and otherwise interfering with the business and they are also trying by indirect pressure to force non-licensed dealers to take out a license.

I have an idea there must be a number of men dealing in grain who do not take out a license, but have been unable to get this information from the Grain Board. Can you help me in this regard?

Thanking you in anticipation, I am,

Yours faithfully,

Theo A Hunt

TAH/N.

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051319

Ottawa, Ont. June 7th. 1923.

Dear Theo:

Further to my letter of April 20th. I have to-day received Return showing the names of grain dealers in the western inspection division who have taken out a license under the Grain Act. Also a list of those operating in grain and who have not taken out such license. I am enclosing a copy with this.

Yours very truly,

Theo. A. Hunt, Esq.,
408 Bank of Nova Scotia Bldg.,
Winnipeg,
Man.

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CANADA

DEPARTMENT OF TRADE AND COMMERCE

DOMINION BUREAU OF STATISTICS

INTERNAL TRADE BRANCH

REPORT

ON THE

GRAIN TRADE OF CANADA

For the Crop Year ended August 31
and to the close of Navigation

1924

(Prepared in collaboration with the Board of Grain Commissioners, Canada)

Printed by authority of the Hon. Thos. A. Low, M.P.,
Minister of Trade and Commerce

OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1925

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PUBLICATIONS OF THE DOMINION BUREAU OF STATISTICS RE GRAIN, FLOUR MILLING, ETC.

(1) Monthly Bulletin of Agricultural Statistics, carried out in collaboration with Provincial Departments of Agriculture, recording general agricultural conditions statistically for month to month, with special references to acreages, conditions and yields of field crops, agricultural prices, wages, etc., etc. The September, November and January issues of the Bulletin contain the official annual estimates of the crop.

(2) An annual report on the Grain Trade of Canada, showing the general movement of grain throughout Canada from the farm to final market and in relation to the grain trade of the world.

(3) A weekly statement showing stocks of grain in store, receipts and shipments at country elevators, interior terminal elevators, public and private terminal elevators in the Western Inspection Division, and at public elevators in the East, together with a statement showing stocks of Canadian grain at United States Lake and Atlantic ports.

(4) Monthly supplements are added to the weekly grain statistics mentioned above, showing exports of grain and principal grain products by ports of exit and by shipping routes, together with inspections by months in both the Western and Eastern inspection divisions.

(5) A monthly statement showing grain ground and products produced by merchant and customs mills in Canada.

(6) An annual report on the Flour Milling Industry.

(7) The monthly and annual trade statistics of the Bureau contain full details of the imports and exports of grain, flour, etc., whilst canal statistics and general transportation statistics include a full treatment of grain traffic by rail and water. Grain and flour prices are comprehensively covered in the monthly and annual reports on prices of the Internal Trade Branch.

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GRAIN STATISTICS, 1924.

The present report on the Grain Trade of Canada was compiled in the Internal Trade Branch of the Dominion Bureau of Statistics in collaboration with the Board of Grain Commissioners for Canada.

The report has been prepared by Mr. W. Dougan under the supervision of Mr. F. J. Horning, B.A., F.S.S., Chief of the Internal Trade Branch of the Bureau.

Statistics are presented showing in detail the various channels and markets through which the grain passes from the farm to its final destination. The domestic movement of the grain is covered to show the production, inspection and handlings of grain at country, interior terminal, public terminal and private terminal elevators in the Western Inspection Division (comprising Fort William and Port Arthur and all territory west thereof) and at public elevators in the East. Handlings of United States grain in the Eastern elevators and of Canadian grain at United States Atlantic ports are also covered. Records of prices at representative markets, freight rates and insurance charges are also tabulated. Comprehensive data for countries other than Canada bring the grain and cereal resources of the world into review.

Owing to the important development of Vancouver as a grain shipping point, statistics as to the movement through this port have been extended to cover, so far as possible, the same features as are covered concerning the movement to the Head of the Lakes.

During the past few years, the movement of new grain has begun in August, somewhat earlier than was formerly the case. For this reason the question of the crop year, which formerly ended August 31st, was taken into consideration at a conference of officials of the Dominion and Provincial Departments of Agriculture and the Dominion Bureau of Statistics, held in January, 1924, at which the whole subject of agricultural statistics was reviewed. It was decided at this conference to change the date of the crop year in Canada to end July 31st. This brings the Canadian crop year into conformity with the international crop year adopted by the International Institute of Agriculture. This change was also approved by resolution of the Board of Grain Commissioners for Canada. Tables in the present report are therefore shown for the period ended July 31, 1924, with supplementary data for August so that a full twelve months' period is covered. Data included in the next report will cover the crop year August 1, 1924, to July 31, 1925.

An important portion of the data has been supplied by Mr. E. A. Ursell, Statistician of the Board of Grain Commissioners for Canada. Material relating to international grain production and trade is based upon the statistics of the International Institute of Agriculture and other official sources. The Board of Railway Commissioners for Canada has supplied the information relating to railway freight rates. The cordial thanks of the Bureau are tendered to the several departments co-operating and to elevator and other officials who have also assisted.

R. H. COATS,
Dominion Statistician.

DOMINION BUREAU OF STATISTICS,
OTTAWA, April 15, 1925.

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ERRATUM

Exports of Rye in August, 1924, amounting to 6,792 bushels, wrongly shown as Flax in Tables 78 and 79, pages 123 and 124. Total exports of Rye should read 1,975,537 and 2,268,386 bushels respectively.

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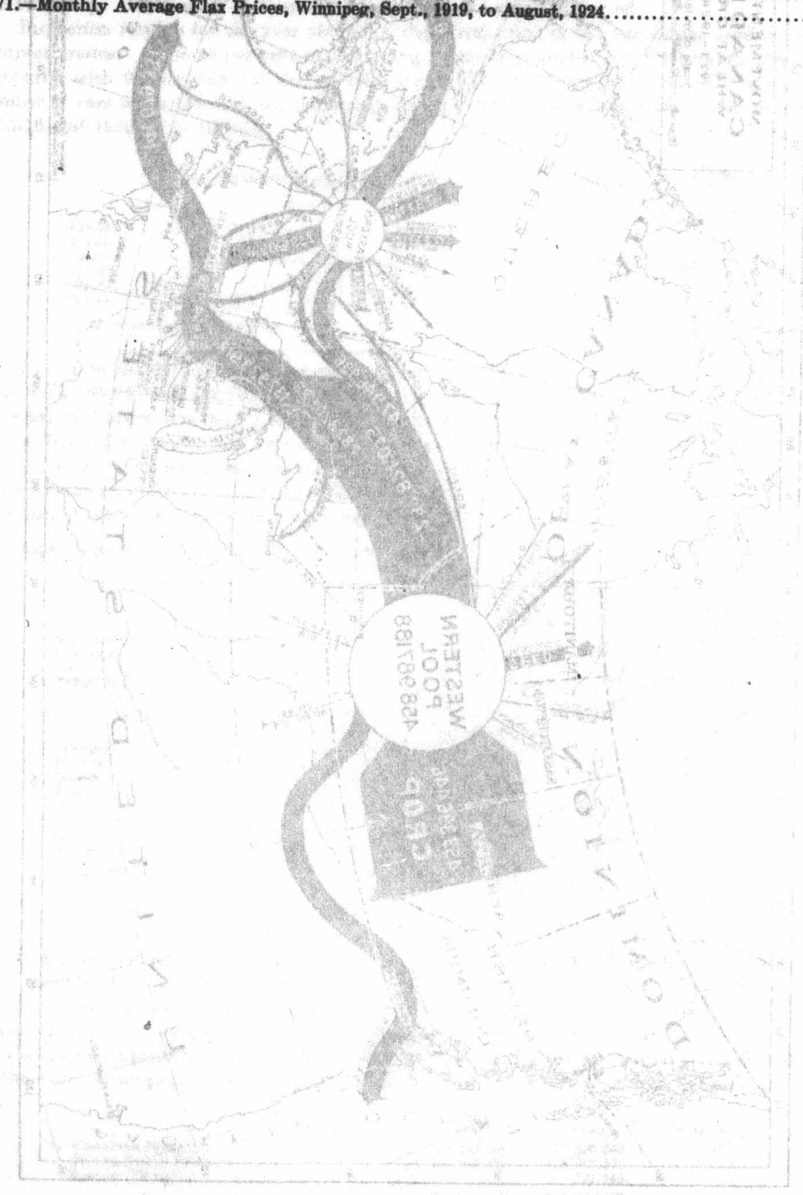

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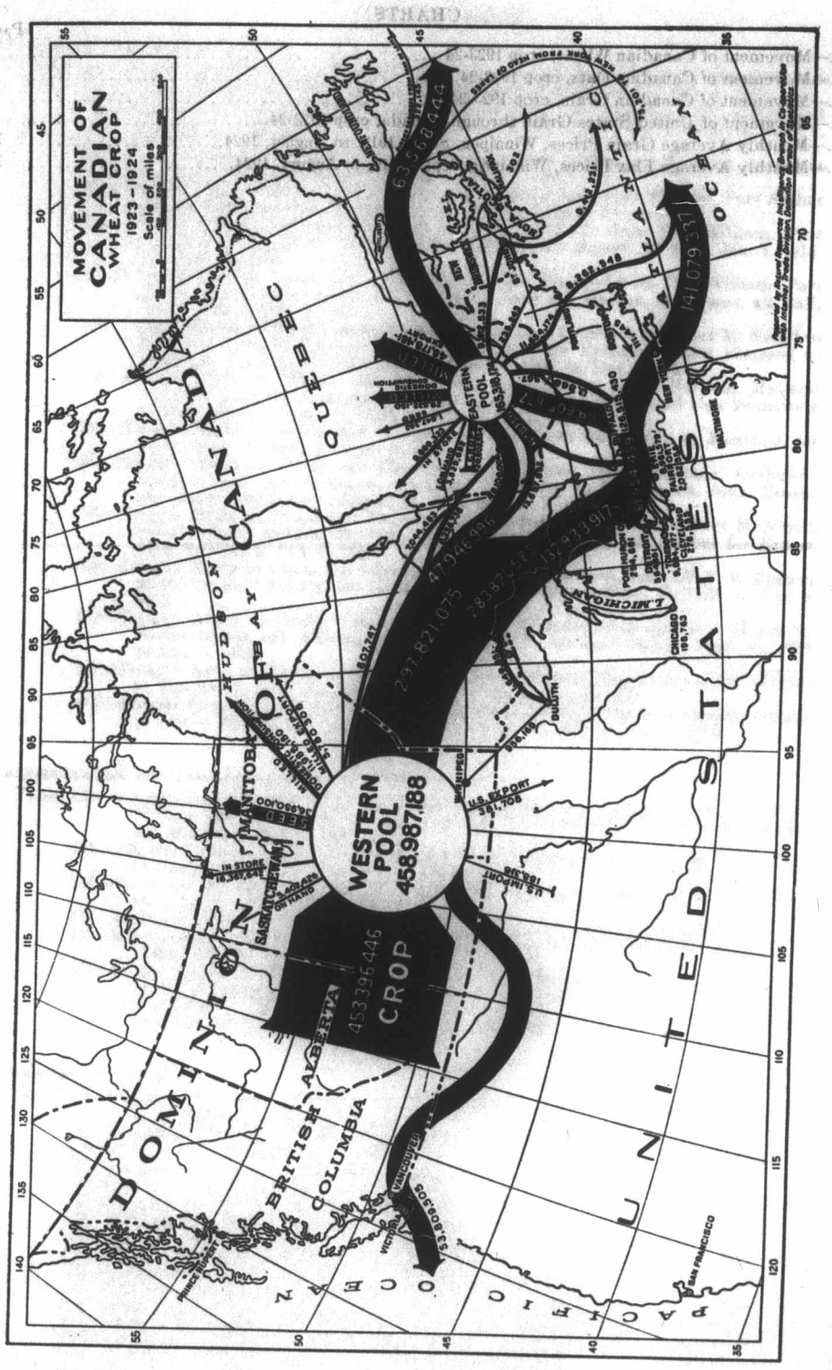

MOVEMENT OF CANADIAN WHEAT, CROP YEAR 1923-24

Canada's wheat crop for 1923 was the largest in its history. The production amounted to 474,199,000 bushels, exceeding the previous crop by 74,412,600 bushels. The Western Inspection Division produced 453,396,446 bushels, an increase of over 77,000,000 bushels as compared with the 1922 crop. Production in Eastern Canada showed a small falling off.

Inspection returns for the year showed a slight reduction in the percentage grading within contract grades. Some 86 per cent of the spring wheat crop graded No. 3 Northern and better compared with 92 per cent for the previous year. The following statement shows the total number of cars inspected with the percentage grading within contract grades for the crop years 1915-16 and 1919-20 to 1923-24.

Crop year ended August 31	Total number of cars inspected*	Rated Grading No. 3 and over
1915-16	281,279	80·3 %
1919-20	100,014	72·7 %
1920-21	149,669	86·3 %
1921-22	181,623	75·2 %
1922-23	228,611	92·1 %
1923-24	294,468	86·0 %

*Exclusive of winter wheat.

A total of 196,980 cars were inspected during the four months ended December 1923 compared with 168,160 cars during the same period in 1922. The number of cars of the 1923 crop inspected in August was only 1,347, while for the same month in 1922 there were 3,293 cars. During September 33,991 cars were inspected compared with 39,323 for the same month of the previous year. The remaining months of the crop year show large increases over the previous year with the exception of April and August 1924. The largest monthly increase took place in December 1923 when 21,378 cars were inspected.

Inspections by months for the crop years 1922-23 and 1923-24 were as follows:—

Month	Crop Year 1922-23	Crop Year 1923-24	Increase
	Number of cars		
September	39,323	33,991	
October	54,844	57,638	
November	47,251	57,331	
December	26,642	48,020	
Total four months	168,060	196,980	28,920
January	12,081	15,386	
February	4,638	13,763	
March	9,540	11,806	
April	10,224	9,634	
May	8,327	15,720	
June	7,820	19,528	
July	4,940	9,867	
August	3,029	1,809	
Total eight months	60,599	97,513	36,914
Grand Total	228,659	294,493	65,834

During the first four months of the crop year 1923-24 the number of cars of wheat unloaded at the Head of the Lakes was 165,474, the remaining eight months handling 60,073 cars. Last year the unloadings for the same periods were 163,995 cars and 53,352 cars respectively. At Vancouver, B.C., the number of cars received during the crop year was 37,031.

The vessel shipments from Fort William and Port Arthur for the period from September 1 to the close of navigation 1923 compared with the same period last year were as follows:—

	1922 Bush.	1923 Bush.	Increase
To Canadian Ports	65,191,491	75,270,362	
United States Ports	101,012,105	105,913,527	
Europe (Direct)		222,143	
Total	166,203,596	181,406,032	15,202,436

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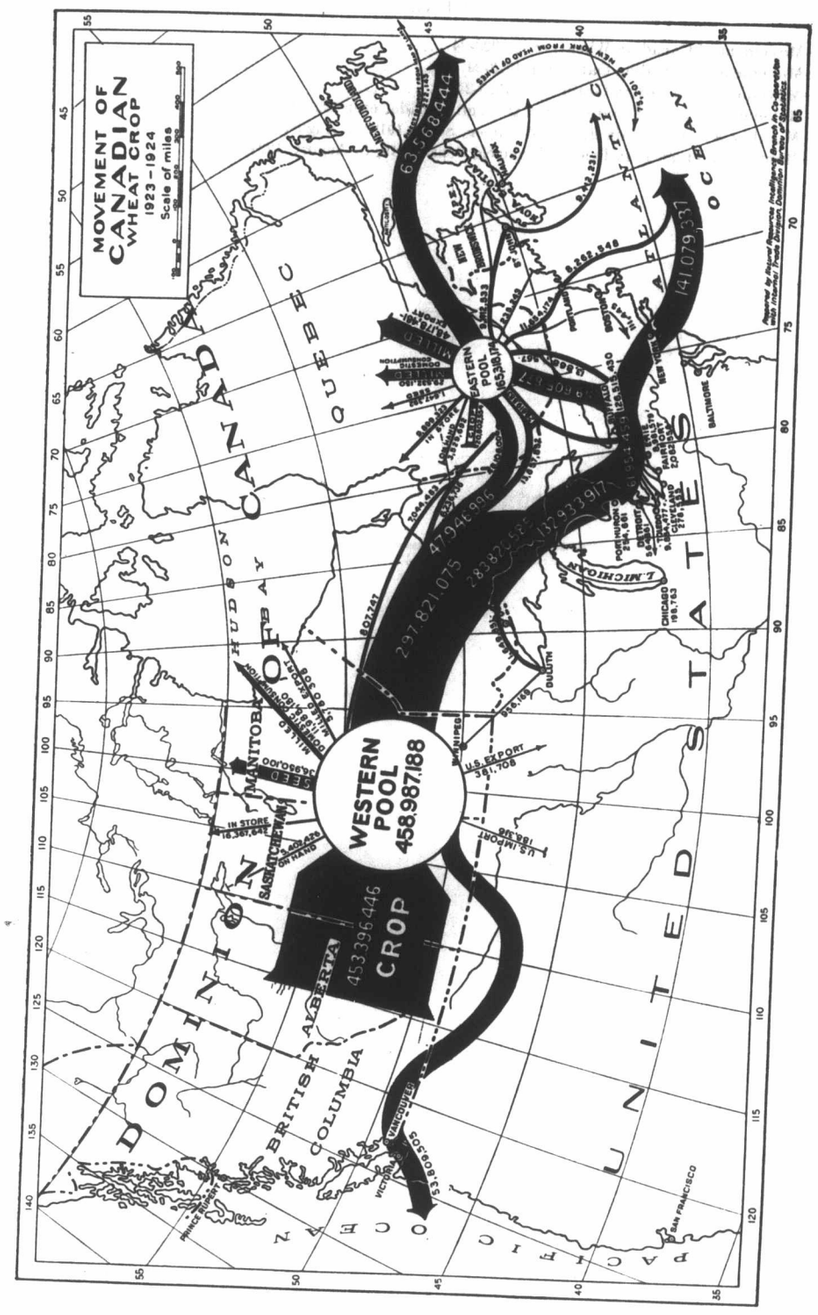

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An important development was the heavy export of wheat from Vancouver, B.C. From an export of 17,829,687 bushels during the previous crop year, shipments increased to 53,809,505 bushels, a gain of 35,970,818 bushels, or 201·75 per cent. Comparative figures for previous years follow:—

Crop Year	To United States	To United Kingdom	To Other Countries	Total
	Bush.	Bush.	Bush.	Bush.
1918-19	7,752	414,571		422,323
1919-20	2	.....	.....	2
1920-21	106,419	466,328		572,747
1921-22	6,667	4,317,437	3,519,734	7,843,838
1922-23	19	10,506,635	7,323,033	17,829,687
1923-24	.....	24,607,518	29,201,987	53,809,505

Of the total export of wheat from Canada 289,190,061 bushels, Vancouver B.C., exported 53,809,505 bushels, or 18·6 per cent. The total export of wheat from Canadian Seaboard ports during the crop year 1923-24 was 126,790,482 bushels.

Exports from the Eastern Division to the United States for consumption were 111,445 bushels. The quantity exported from United States Atlantic Seaboard ports to the United Kingdom was 11,466,666 bushels, to other countries 76,063 bushels. These exports left Canada through the following Quebec and Ontario ports of exit:—Coaticook 7,977,292 bushels, St. Johns, Que., 2,012,477 bushels, Abercorn 688,065 bushels, Bridgeburg 390,300 bushels, Niagara Falls 363,043 bushels, Prescott 111,532 bushels. Shipments via Portland were 8,262,548 bushels.

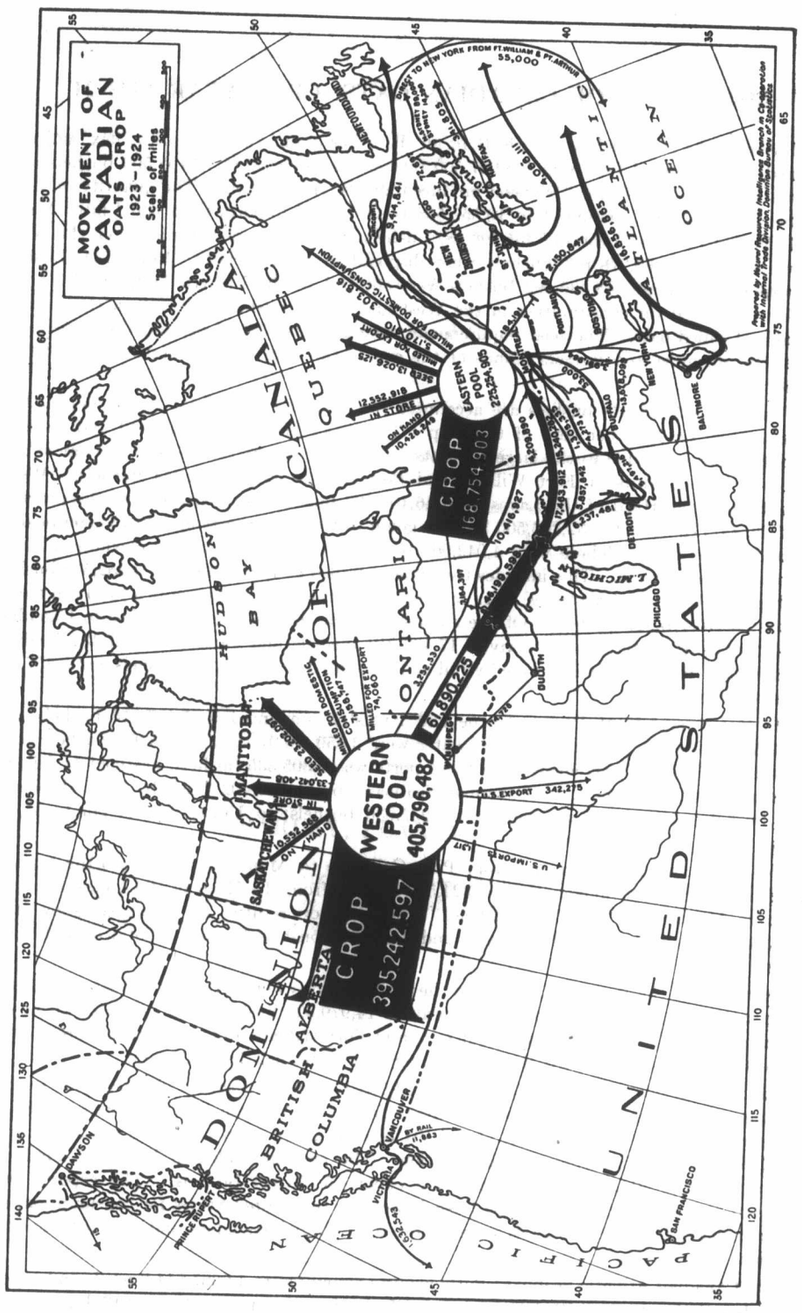
Exports by countries of destination show that 200,077,132 bushels went to the United Kingdom and 21,320,242 bushels to United States, to other Countries in the Empire 2,494,295 bushels and other foreign countries 65,298,392 bushels. Full details of exports by countries of destination are shown in table 00. An important feature was the increased amount shipped to China and Japan.

Comparative figures of export shipments overseas via Canadian and United States Seaboard ports are as follows:—

—	Via Canadian Ports	Via United States Ports	Total
1918-19	35,292,000	19,102,080	54,394,080
1919-20	48,345,771	13,023,281	61,369,052
1920-21	32,767,225	54,193,010	86,960,235
1921-22	42,572,122	100,009,466	142,581,588
1922-23	86,874,671	129,871,095	216,745,766
1923-24	126,790 482	141,079,337	267,869,819

United States Department of Commerce returns show that 128,760,434 bushels of Canadian wheat were cleared for export from the United States to overseas countries, compared with 115,799,903 bushels last crop year. New York exported the largest quantity, viz. 63,091,140 bushels. Philadelphia handled 23,224,838 bushels, Baltimore 14,989,417 bushels, Norfolk, Va., 12,568,440 bushels, Portland 7,713,330 bushels, and Boston 7,173,269 bushels.

Complete data showing the movement of wheat and other grains by inspection divisions and for Canada as a whole are contained in tables 73, 74 and 75. Summaries of the handling of grain by the different classes of elevators—country, interior terminal, public terminal, private terminal and public elevators in the East—show the movement through each particular grain centre in Canada during the crop year. A more detailed study of the movement of wheat and other grains can be made from these summaries.



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During the period from the opening of navigation to August 31, 1923 and 1924.

	1923 Bush.	1924 Bush.	Increase
To Canadian Ports	43,914,080	57,653,555	
United States Ports	19,059,243	44,565,437	
Total	62,973,323	102,218,992	39,245,669

From September to May of the crop year the average price of No. 1 Northern Wheat did not go above $1.00 except in September when it rose to $1.06. During the remaining months average prices ranged from 93·2c. to 99·7c. From May average prices increased from $1.04 and steadily advanced to $1.43 in August.

The Western wheat crop amounted to 453,396,446 bushels. The carry-over from the previous year of 5,402,426 bushels together with a small import of wheat and wheat flour from the United States of 188,316 bushels make a total quantity of 458,987,188 bushels available for distribution. Of this amount 363,074,083 bushels were disposed of commercially. The major part consisted of exports direct from the Western Division and shipments into the Eastern Division. Details of commercial shipments with comparative figures for the previous two crop years are—

—	1921-22	1922-23	1923-24
	Bush.	Bush.	Bush.
Direct Exports—			
To United States	15,808,860	12,719,549	21,208,797
To United Kingdom	75,014,769	117,039,575	153,100,850
To Other Countries	18,744,302	11,073,964	30,245,263
Total Exports	109,567,931	140,833,088	204,554,910
Shipments to the Eastern Inspection Division	86,677,294	130,405,958	140,776,147
Milled for home consumption	18,333,400	20,099,188	11,988,180
Milled for export	2,849,760	3,908,183	5,780,308
Total	217,428,385	295,246,417	363,099,545

The amount required for seed amounted to 36,950,100 bushels, while the amount in the elevators, flour mills and farmers' hands at the end of the crop year was 16,367,642 bushels.

Inspections totalled 391,274,959 bushels, or 86·3 per cent of the crop. The receipts at the Head of the Lakes were 296,694,136 bushels. 807,747 bushels were shipped by rail to the East without touching the Head of the Lakes (via Armstrong, Ont.), 7,807,904 bushels were shipped by rail from Fort William and Port Arthur, including the amount ground at Fort William. Direct shipments, other than via Armstrong, amounted to 6,236,736 bushels, making a total all-rail movement eastward from the Western Division of 7,044,483 bushels.

The increase in the wheat crop of the Western provinces was reflected in marketings and shipments as is shown in the following summaries:

Lake Shipments	Crop Year 1922-23	Crop Year 1923-24	Increase	Per cent of increase
	Bush.	Bush.	Bush.	Bush.
Canadian Ports	109,105,570	132,823,120	23,717,550	21·74
United States Ports	120,071,349	150,579,759*	30,508,410	25·41
To Europe Direct	.....	222,143	222,143	.....
Total	229,176,919	283,625,022	54,448,103	23·76

(*Including 75,201 bushels shipped direct to New York).

Rail Movement	Crop Year 1922-23	Crop Year 1923-24	+ Increase − Decrease
	Bush.	Bush.	Bush.
To Canadian Seaboard, Eastern	5,274,452	935,905	− 4,338,547
To Canadian Domestic, Eastern	10,383,833	5,624,323	− 4,759,510
To United States Seaboard	4,553,458	396,726	− 4,156,732
To United States Domestic Ports	149,789	87,529	− 62,260
Total	20,361,532	7,044,483	−13,317,049

No shipments of bonded Canadian wheat by water were made from Duluth to Canadian ports, but 704,655 bushels were shipped to United States ports.

The elevator returns in the Eastern Division show the amount of wheat received at Georgian Bay ports and Goderich amounted to 61,963,858 bushels. The shipments by rail amounted to 61,459,632 bushels and were distributed as follows:—To Montreal 18,364,614 bushels, Canadian seaboard 14,351,627 bushels, other Canadian points 4,234,430 bushels, United States seaboard 9,696,788 bushels, other United States points 14,352 bushels, while the amount consumed or ground locally was 14,787,821 bushels. The water receipts at Port Colborne and Kingston amounted to 61,954,459 bushels, an increase over the previous year of 18,614,465 bushels. Transhipments to Montreal were 46,631,935 bushels. This, together with the amount of 7,473,341 bushels shipped direct from the Head of the Lakes, makes a total receipt at Montreal of 54,105,276 bushels. Two small water shipments were made from Kingston to other Canadian ports of 843 bushels and 679 bushels to Canadian seaboard. The elevator returns at Montreal and Quebec show water receipts of 59,605,877 bushels and rail receipts of 29,619,883 bushels, which make the total handled 89,225,760 bushels. Receipts at Montreal included 13,868,567 bushels shipped by water from Buffalo.

Rail shipments from Port Colborne and Kingston were as follows:—To Montreal 48,525 bushels; Canadian Seaboard 314,297 bushels; Local 11,657,437 bushels, and other Canadian points 2,574,209 bushels; a total of 14,594,468 bushels.

Shipments by water from Fort William and Port Arthur to United States Lake Ports with comparative figures for the previous year were as follows:—

Destination	1922-23 Bush.	1923-24 Bush.
Duluth-Superior	.....	1,773,677
Chicago	1,012,088	198,763
Port Huron	3,686,252	254,661
Detroit	106,989	564,861
Toledo	5,042,523	9,854,477
Erie	10,726,760	8,981,578
Fairport	2,901,681	2,083,556
Buffalo	96,514,084	126,515,430
Cleveland	.....	278,555
New York	.....	75,201
Other United States Ports	80,972	.....
Total	120,071,349	150,579,759

According to customs figures 128,493,332, bushels and 1,043,276 bushels were exported from Fort William and Port Arthur to United Kingdom and other countries respectively. These shipments went by way of Buffalo and other United States Lakeports and United States Atlantic Seaboard ports. Export figures show that 20,880,479 bushels were exported direct to the United States for consumption.

The crop in the Eastern Division amounted to 20,802,554 bushels, a decrease of 2,722,451 bushels. The quantity carried over was 3,529,692 bushels; imports from United States were 235,243 bushels. The receipts of wheat from the Western Division were 140,750,685 bushels. This makes a total stock of 165,318,174 bushels for distribution in the Eastern Division. The amount disposed of commercially was 162,345,782 bushels, exports amounting to 84,635,151 bushels, 46,976,282 bushels to the United Kingdom, 37,547,424 bushels to other countries, and 111,445, bushels to United States. Wheat ground in the Eastern Division for consumption in Canada was 29,532,150 bushels and for export 48,178,481 bushels, a total of 77,710,631 bushels. Seed requirements were 1,647,392 bushels, and the carry-over 9,899,323 bushels.

The Canadian Eastern Seaboard ports show a net increase of 3,935,977 bushels in exports during the crop year over the previous year, as below.

—	1922-23	1923-24	+ Increases − Decreases	Per cent of increase	Per cent of total export
Montreal	54,376,331	61,259,032	+ 6,882,701	+ 12·66	21·18
Quebec	2,654,517	2,309,412	− 345,105	− 13·00	80
Total via St. Lawrence Ports	57,030,848	63,568,444	+ 6,537,596	+ 11·46	22·08
Halifax, N.S.	300	302	+ 2	.....	.....
St. John, N.B.	12,013,852	9,412,231	− 2,601,621	21·66	3·25
Total	69,045,000	72,980,977	+ 3,935,977	+ 5·7	25·34

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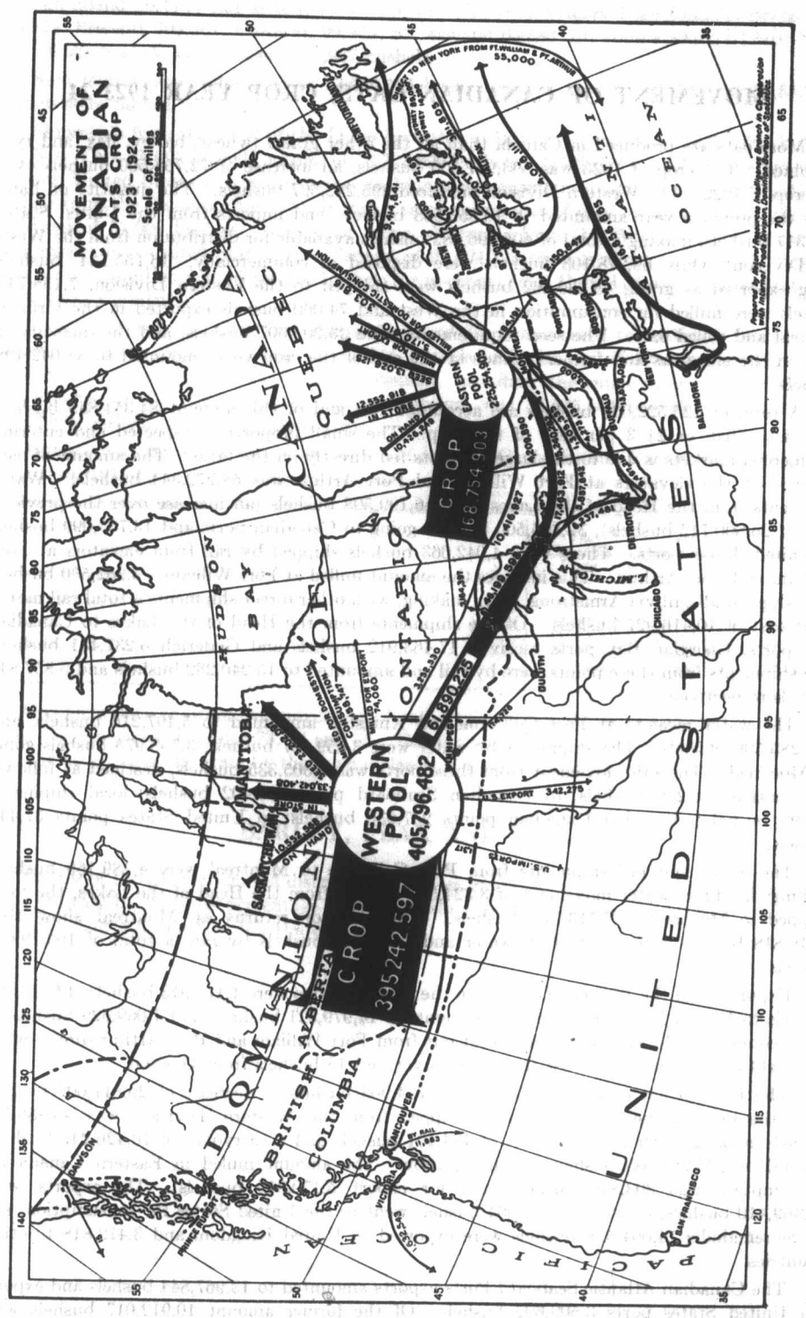

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MOVEMENT OF CANADIAN OATS, CROP YEAR 1923-24

More oats are produced in Canada than all the other grains (wheat, barley, flax, and rye) combined. The crop of 1923 was 563,997,500 bushels, an increase of 72,758,500 bushels over the crop of 1922. The Western Division produced 395,242,597 bushels. The quantity on hand from the previous year amounted to 10,552,568 bushels, and imports from the United States to 1,317 bushels, making a total of 405,796,482 bushels available for distribution from the Western Division. Only 69,278,103 bushels were disposed of commercially, 16,155,734 bushels being exported as grain, 45,889,562 bushels were shipped to the Eastern Division, 7,158,747 bushels were milled for consumption in the West and 74,060 bushels exported in the form of oatmeal and rolled oats. The seed requirements were 23,202,097 bushels, and the quantity in store in the elevators and farmers' hands at the end of the crop year amounted to 33,042,408 bushels.

A total of 125,522,608 bushels are accounted for, and of this amount 84,354,889 bushels were inspected, or 21·3 per cent of the crop. The small proportion inspected and entering commercial markets is due to the large amounts fed directly on the farm. The amount of oats received at the elevators at Fort William and Port Arthur was 58,272,344 bushels. Water shipments from the Head of the Lakes were 46,199,598 bushels (an increase over the previous year of 26,800,712 bushels), 32,306,500 bushels going to Canadian ports and 13,733,099 bushels to United States ports. There were 4,042,063 bushels shipped by rail from elevators at Fort William and Port Arthur. This includes the amount milled at Fort William. 3,252,530 bushels were shipped all-rail via Armstrong, Ont., making, with other direct shipments a total rail movement east of 10,416,927 bushels. Of the shipments from the Head of the Lakes to Canadian lake ports, Georgian Bay ports received 17,463,912 bushels and Goderich 6,237,481 bushels. The shipments from these points were by rail and amounted to 15,240,282 bushels and 5,857,842 bushels respectively.

The water receipts at Port Colborne and Kingston amounted to 5,497,216 bushels, and rail 285,509 bushels. The shipments by water were 3,859,187 bushels, 3,758,975 bushels going to Montreal. The rail movement from these ports was 1,305,335 bushels, destined as follows: to Montreal 16,250 bushels; to Canadian Seaboard ports 290,402 bushels; local shipments 24,199 bushels; to other Canadian points 937,036 bushels; to United States points 37,448 bushels.

The water and rail shipments from Port Colborne to Montreal were 4,189,169 bushels, making the direct water movement of 3,324,550 bushels from the Head of the Lakes, the total shipped to Montreal of 7,513,719 bushels. The elevator returns at Montreal show that 6,619,818 bushels were received by water and 3,999,803 bushels by rail, a total of 10,619,621 bushels.

Exports from the Western Division to the United States were 1,175,913 bushels; 13,910,192 bushels to United Kingdom, to overseas countries 14,979,821 bushels, and 1,069,629 bushels to other countries. 13,347,263 bushels went out from Fort William and Port Arthur direct, while 1,632,543 bushels were exported from Vancouver and 15 bushels from Dawson.

The Eastern oat crop amounted to 168,754,903 bushels, a decrease of 29,811,007 bushels from the previous year. The amount shipped from the Western Division was 45,889,562 bushels, making, with a small import of 184,191 bushels and a carryover of 10,426,249 bushels, a total of 225,254,905 bushels for distribution. The amount milled in Eastern Canada for consumption was 303,816 bushels, and for export 5,170,910 bushels. The exports were 21,469,410 bushels, of which 3,991,964 bushels went to the United States for consumption, and of the remainder 14,064,628 bushels were exported to United Kingdom and 3,412,818 to other countries.

The Canadian Atlantic Seaboard Ports exports amounted to 13,967,844 bushels and exports via United States ports 3,509,602 bushels. Of the former amount 10,912,017 bushels were destined to the United Kingdom and 3,055,827 to other countries. The latter moved by rail

through inland ports of exit as follows: Coaticook 1,735,705; Niagara Falls 855,271; Bridgeburg 306,829; Prescott 303,301; Cornwall 99,943; St. Armand 63,533; St. John's, Que., 63,520; Abercorn 59,563 bushels and Athelston 21,937 bushels.

Seed requirements amounted to 13,026,125 bushels and at the end of the year 12,552,918 bushels were carried in store.

Shipments from the Head of the Lakes by water to Buffalo amounted to 13,678,099 bushels and New York 55,000 bushels, a total of 13,733,099 bushels. 3,509,602 bushels were shipped by rail into United States destined overseas making a movement into that country of 17,242,701 bushels from the Eastern Pool. There was a small movement of oats by water from Buffalo to Montreal of 53,000 bushels. This with direct shipments from the Western Division show a total export into United States from Canada of 22,024,742 bushels of which 5,167,877 bushels were for consumption and 16,856,865 bushels for re-export from United States Atlantic Seaboard to Overseas Countries.

Exports of oats via Canadian Pacific Seaboard Ports amounted to 1,632,543 bushels, via Canadian Atlantic Seaboard Ports 13,967,844 bushels and via United States Seaboard Ports 16,856,865 bushels. The total export movement, including the small shipment via Dawson and exports to the United States for consumption, was 37,625,144 bushels, an increase of 14,063,974 bushels over the previous year.

Comparative figures of export shipments of oats via Canadian and United States Seaboard ports from 1919-20 to 1923-24 are as follows:—

Crop Year	Via Canadian Ports	Via United States Ports	Total
1919-20	3,427,156	5,802,538	9,229,694
1920-21	21,067,556	4,775,453	25,843,009
1921-22	14,833,364	10,083,835	24,917,199
1922-23	14,957,412	8,353,007	23,310,419
1923-24	15,600,402	16,856,865	32,457,267

Complete data showing the movement of oats by inspection divisions and for Canada as a whole are contained in tables 73, 74 and 75. Summaries are also shown in the report dealing with the handling of the grain by the several classes of elevators and centres throughout Canada.

BARLEY, FLAX AND RYE.

Details of the production and distribution of these grains are shown in tables 73, 74 and 75. As in the case of oats, the percentage of these grains exported is much smaller than in wheat, the bulk being consumed within the country.

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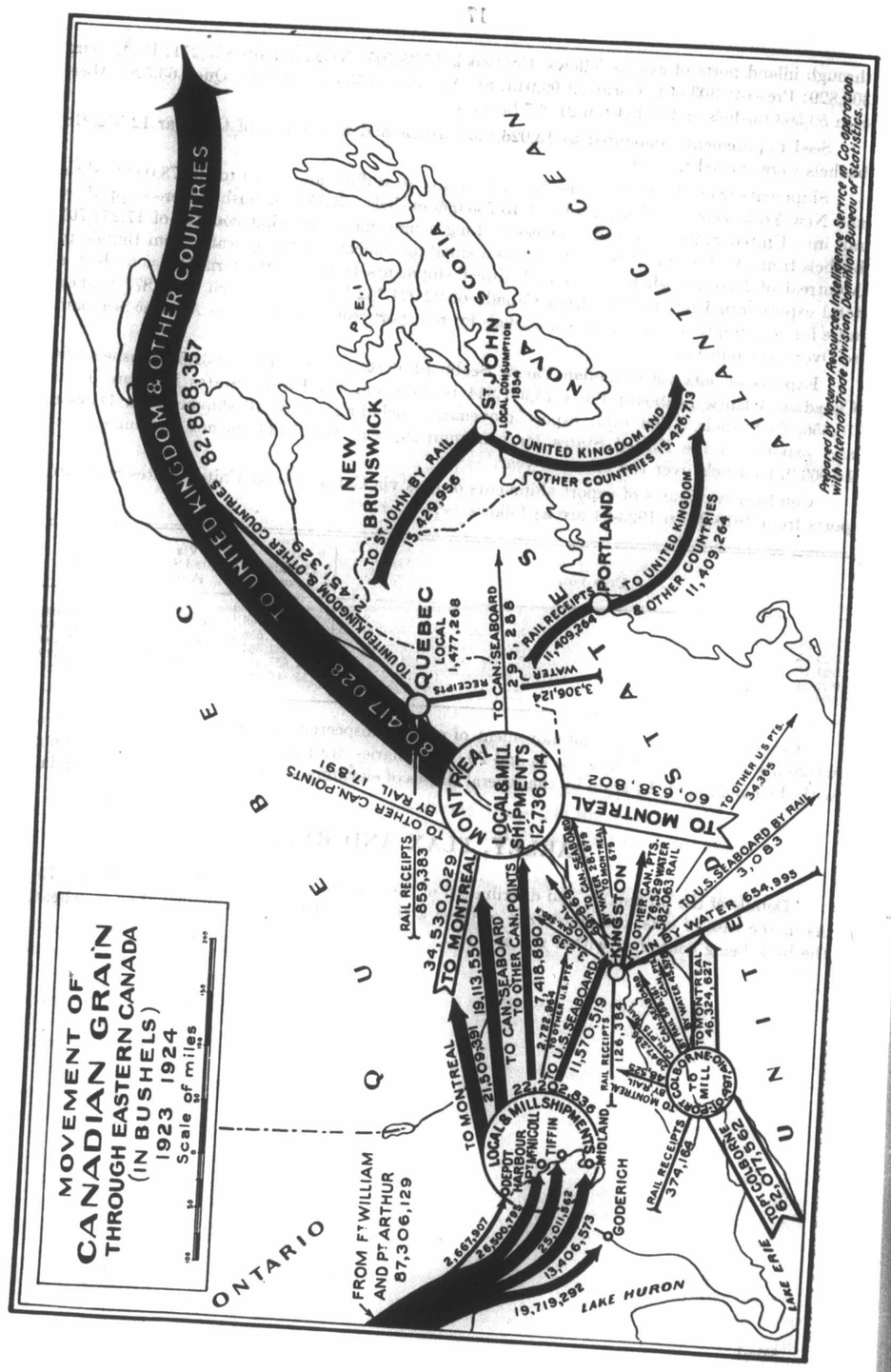

MOVEMENT OF CANADIAN GRAIN THROUGH THE EASTERN DIVISION FOR THE CROP YEAR PERIOD 1923-24.

(September 1 to July 31, 1924.)

A huge crop of grain was harvested in Western Canada during the past year. A large quantity of this was moved as grain through the elevators in the Eastern Division. The increase in the movement is reflected in the handlings of these elevators.

On the accompanying map on page 18 it has been endeavoured to show the receipts and distribution by groups of elevators. These are depicted as a series of pools to enable the reader to trace the movement of the grain. As it has been found impossible to give the name of each individual destination, the alternative of grouping the ports under the following headings: "To Canadian Seaboard," "Other Canadian Points," "United States Seaboard," "Other United States Points," has been used.

Public elevators in the East are licensed to handle western grain after it has been inspected, acting as transfer houses, and are situated at points on the Georgian Bay, Lower Lakes, St. Lawrence River and the Atlantic Seaboard. For convenience, Goderich has been included in the Georgian Bay ports.

The figures showing the detail of the movement are for the eleven months' period (September 1 to July 31) except for the following summary which shows amounts handled and shipped during the last five crop years comparatively.

COMPARATIVE MOVEMENT OF CANADIAN GRAIN WITH OTHER CROP YEARS

The following statement shows the Handlings of Canadian grain at the Public Elevators in the East during the crop years 1919-20 to 1923-24 inclusive.

Crop Years ending August 31	Total Handlings	Gross Shipments
1919-20	172,444,510	167,528,921
1920-21	173,520,380	167,405,619
1921-22	190,865,253	187,977,270
1922-23	246,720,646	241,565,726
1923-24	292,468,658	280,352,391
Increase 1923-24 over 1922-23	45,748,012	38,786,665

GEORGIAN BAY PORTS POOL

The following table shows that there was a total of 87,306,129 bushels received at the Georgian Bay elevators. This amount does not include a carryover of 1,168,933 bushels from the previous crop year which makes a total handled of 88,475,062 bushels. The amounts received by individual ports were as follows:

	Bushels
Port McNicoll	26,500,795
Tiffin	25,011,562
Goderich	19,719,292
Midland	13,406,573
Depot Harbour	2,667,907
Total	87,306,129

The shipments were by rail and amounted to 84,538,140 bushels. The large quantity of 22,202,836 bushels was consumed locally or milled in the pool. The balance was shipped out by rail and destined as follows:

	Bushels
To Montreal	21,509,391
Canadian Seaboard	19,113,550
Other Canadian Points	7,418,880
United States Seaboard	11,570,519
Other United States Points	2,722,964
Total	62,335,304

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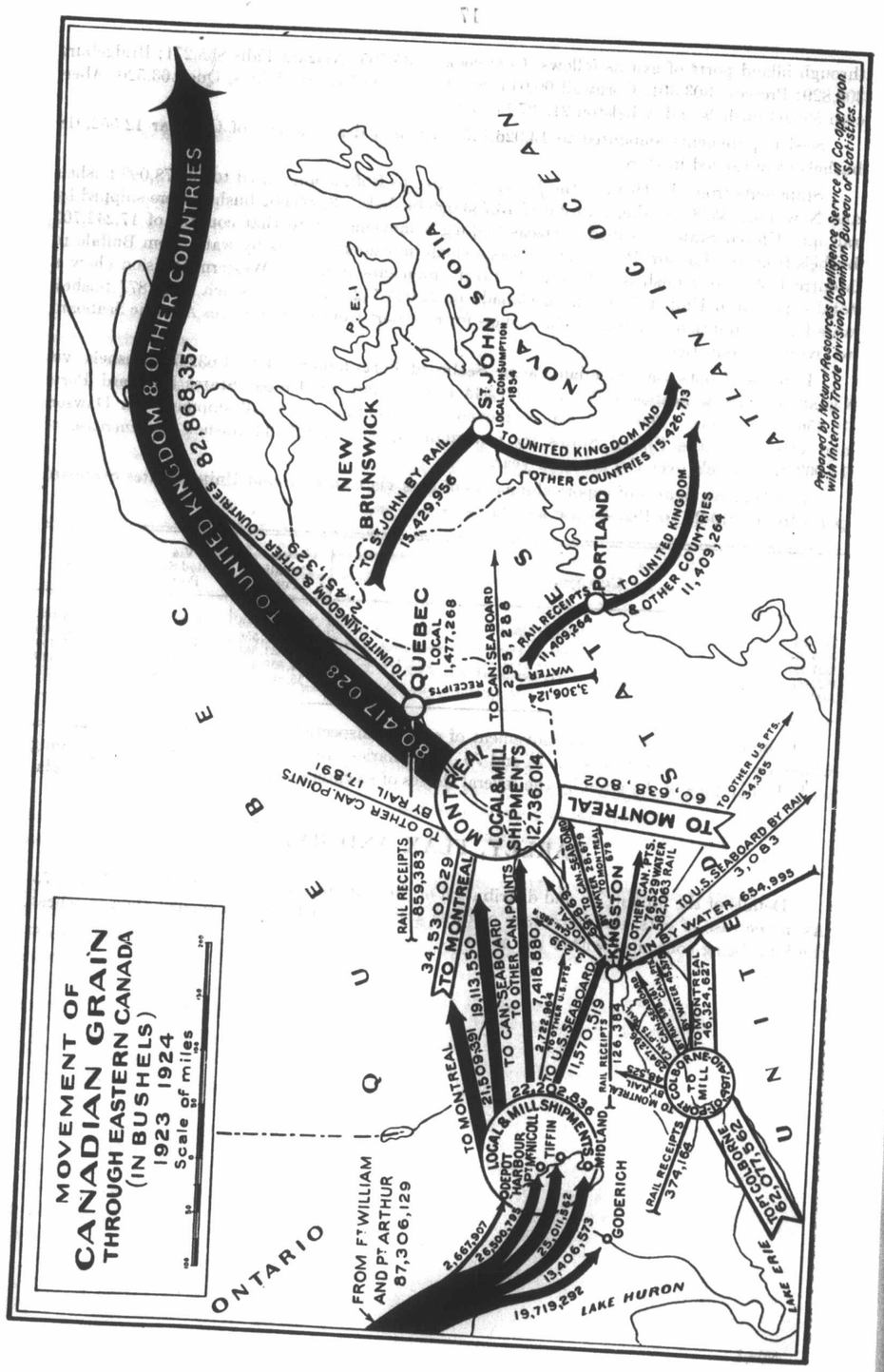

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(September 1 to July 31, 1924.)

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Increase 1923-24 over 1922-23	45,748,012	38,786,665

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	Bushels
To Montreal	21,509,391
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Other Canadian Points	7,418,880
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Other United States Points	2,722,964
Total	62,335,304

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LOWER LAKE PORTS POOL

Port Colborne received 62,077,562 bushels and 379,164 bushels by water and rail respectively. Kingston also received small amounts of 654,995 bushels and 126,384 bushels by the same routes as Port Colborne. The combined carryover was 460,221 bushels, making a total amount available for distribution of 63,698,326 bushels. 46,324,627 bushels and 48,525 bushels were forwarded to Montreal from Port Colborne by vessel and rail respectively. No grain was shipped to Montreal from Kingston. The balance was distributed as follows:

—	From Port Colborne		From Kingston		Total	
	Rail	Water	Rail	Water	Rail	Water
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
To Canadian Seaboard	598,161	.....	3,239	679	601,400	679
To other Canadian points	2,947,296	45,578	582,063	76,527	3,529,359	122,105
To United States Seaboard	.....	.....	3,083	.....	3,083	.....
To other United States points	.....	.....	34,365	.....	34,365	.....
Consumed locally and milled	10,497,410	.....	69,869	.....	10,567,279	.....
Total	14,042,867	45,578	692,619	77,206	14,735,486	122,784

ST. LAWRENCE PORTS POOL

According to Montreal elevator returns some 60,638,802 bushels were received by vessel and 34,530,029 bushels by rail. Adding a carryover of 2,879,665 bushels the total Canadian grain for disposition amounted to 98,048,496 bushels.

The receipts at the Port of Quebec by vessel and rail amounted to 3,306,124 and 859,383 bushels respectively. The carryover was 172,613 bushels making the total handled 4,338,120 bushels.

The largest part of this grain was shipped to United Kingdom and other countries, the amount being 80,417,028 bushels from Montreal and 2,451,329 bushels from Quebec, making a total St. Lawrence River movement of 82,868,357 bushels. The disposal of the shipments was as follows:—

—	Montreal	Quebec
	Bush.	Bush.
To United Kingdom and other countries—water	80,417,028	2,451,329
To Canadian Seaboard—rail	295,288	.....
To United States Seaboard—rail	17,891	.....
Consumed Locally or Milled—rail	12,736,014	1,477,268
Total	93,466,221	3,928,697

CANADIAN SEABOARD

The amount of Canadian grain handled by the Port St. John, N.B. was practically the same as in the previous year. The quantity received was 15,429,956 bushels, together with a carryover of 3,229 bushels, making the total handlings 15,429,956 bushels. This quantity was all received by rail. Shipments of 15,426,713 bushels were destined to United Kingdom and overseas countries, while a small amount of 1,854 bushels was consumed locally.

Portland, Me., received some 11,409,264 bushels of Canadian grain which was all shipped to overseas countries.

The receipts and shipments of Canadian grain at the public elevators in the east during the crop year period 1923-24 by grains were as follows:—

—	Receipts			Shipments		
	Rail	Water	Total	Rail	Water	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	166,091,922	39,014,744	205,106,666	82,164,613	116,839,101	199,003,714
Oats	35,317,132	8,280,763	43,597,895	25,525,103	15,728,048	41,253,151
Barley	10,659,594	3,387,022	14,046,616	4,872,612	9,759,417	14,632,029
Flax	604,186	638,840	1,243,026	604,501	.....	604,501
Rye	1,310,778	318	1,311,096	683,637	2,415,915	3,099,552
Total	213,983,612	51,321,687	265,305,299	113,850,466	144,742,481	258,592,947

EXPORTS OF CANADIAN GRAIN DURING THE CROP YEARS 1919-20 TO 1923-24 INCLUSIVE, BY EASTERN SEABOARD PORTS

Crop Year ended August 31	Montreal	Quebec	St. John	Halifax	North Sydney	Sydney	Charlottetown	Other Ports	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1919–20	41,639,934	15,151,623	748,821	2,695,677	53,411	32,378	67,338	140	60,389,322
1920–21	52,026,356	9,254,671	41,186	474,495	37,290	14,140	39,269	50	61,887,457
1921–22	46,843,973	9,906,386	753,398	515,735	53,892	15,577	4,617	536	58,094,114
1922–23	71,702,814	15,766,718	2,793,240	232,831	126,624	17,204	152,006	645	90,792,082
1923–24	78,228,789	15,913,142	2,371,191	342,404	89,000	14,290	72,697	2,100	97,033,613

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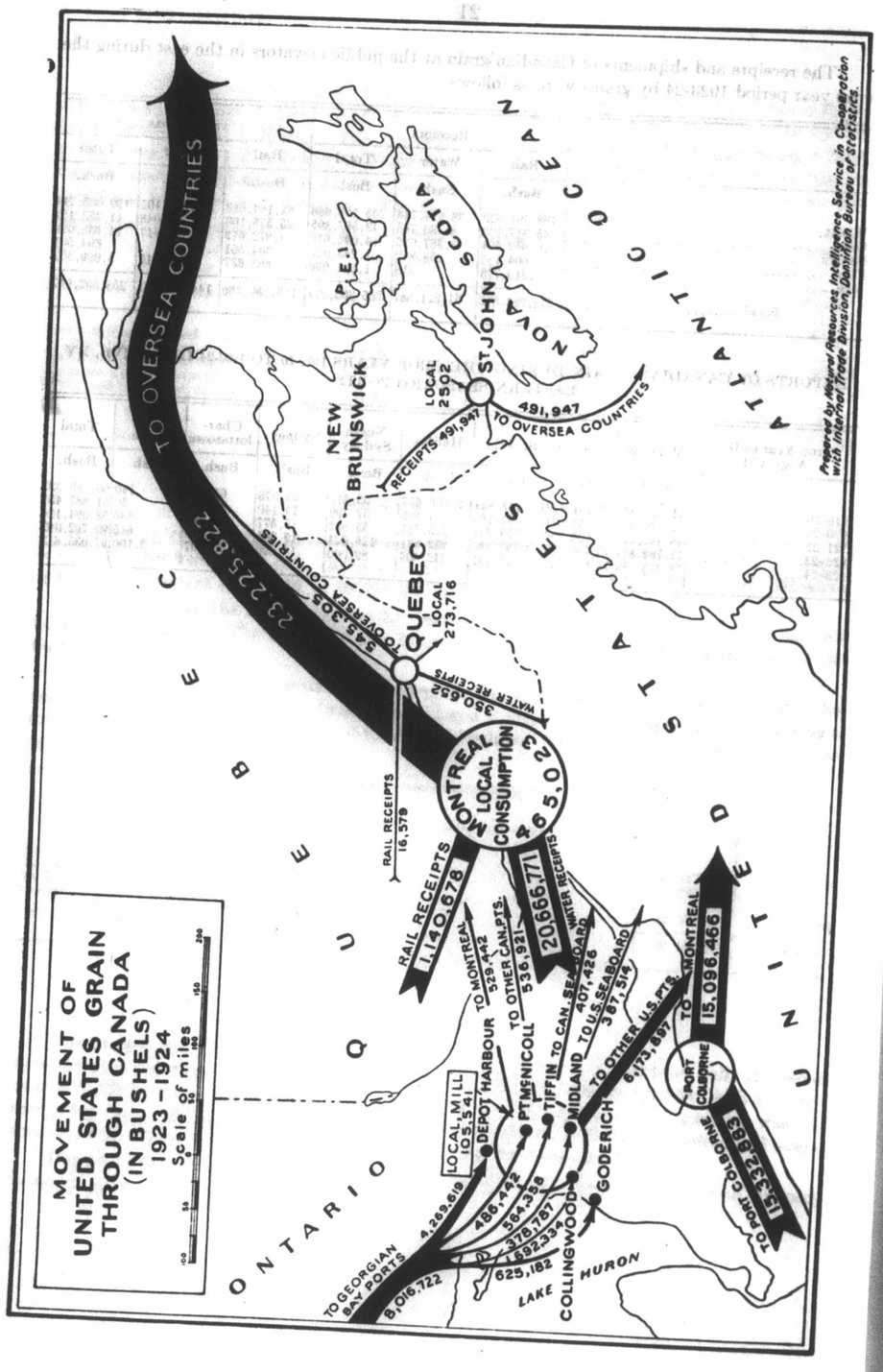

MOVEMENT OF UNITED STATES GRAIN THROUGH CANADA, CROP YEAR PERIOD 1923-24.

(September 1 to July 31, 1924.)

The map on page 22 shows graphically the movement of United States grain from its receipt at a Canadian port to its final shipment from the St. Lawrence and Atlantic Seaboard. In describing this movement through the public elevators in the East it must be first stated that the bulk of the grain is handled twice, first on its entry at the lake ports and secondly when finally shipped out.

The amount of United States grain handled this year shows a decrease of 55,291,463 bushels from the quantity handled during the crop year 1922-23. This was due to the reduced production and exportation from the United States during the year. Another factor was the increased production of the Canadian crop.

As in the case of Canadian grain the period covered is for the eleven months (September 1 to July 31) except the following statement which shows the handlings for the last five crop years.

COMPARATIVE MOVEMENT WITH OTHER CROP YEARS

The following table shows the handlings of United States grain at the Public Elevators in the East during the crop years 1919-20 to 1923-24 inclusive.

Crop Year	Total Handlings Bush.	Gross Shipments Bush.
1919-20	35,430,074	33,573,529
1920-21	100,499,124	89,502,215
1921-22	195,223,119	189,392,172
1922-23	118,930,924	113,419,471
1923-24	63,639,461	58,150,718
Decrease 1923-24 from 1922-23	55,291,463	55,268,753

GEORGIAN BAY PORTS POOL

The receipts at the above ports amounted to 8,016,722 bushels to which must be added the carryover from the previous year of 894,422 bushels, making a total of 8,911,144 bushels. The amount received by individual elevators was as follows:—

	Bush.
Port McNicoll	486,442
Midland	378,787
Tiffin	564,358
Goderich	625,182
Collingwood	1,692,334
Depot Harbour	4,269,619
Total	8,016,722

The shipments of this grain were by rail and amounted to 8,140,741 bushels. In former years the bulk of this went to Montreal for shipment. During this crop year period the destination of 6,173,897 bushels of the above was "Other U.S. Points", while the balance was forwarded to the following destinations:—

	Bush.
To Montreal	529,442
To Canadian Seaboard	407,426
To Other Canadian Points	536,921
To United States Seaboard	387,514
Consumed locally	105,541
Total	1,966,844

LOWER LAKE PORTS POOL

Port Colborne was the only port in this pool handling United States grain and the quantity received was 15,332,883 bushels by vessel which with a small carryover of 116,734 bushels from the previous year, makes the total handled 15,449,617 bushels. The shipments to Montreal by vessel amounted to 15,096,466 bushels. There were no other shipments from this Port.

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ST. LAWRENCE PORTS POOL

The elevator returns from Montreal show that 20,666,771 bushels were received by water and 1,140,678 bushels by rail. These amounts together with the carryover of 3,577,080 bushels make the total quantity handled 25,384,529 bushels. The water shipments from Port Colborne do not correspond with the water receipts at Montreal by 5,570,305 bushels, nor do the rail shipments agree with the rail receipts at Montreal by 611,236 bushels. This is accounted for by direct shipments from United States ports to Montreal.

Practically all this United States grain was shipped by vessel to the United Kingdom and other overseas countries, the amount being 22,680,517 bushels. This joined with an overseas shipment of 545,305 bushels from Quebec makes a total St. Lawrence River movement of 23,225,822 bushels. There was also a small amount of 465·023 bushels consumed locally.

At the Port of Quebec there was a large carryover of 505,732 bushels from the previous crop year. The rail and water receipts were 16,579 bushels and 350,652 bushels respectively making a total handled of 872,963 bushels. 545,305 bushels were shipped out by vessel as stated above, while 273,716 bushels were moved by rail to local points.

CANADIAN SEABOARD

The total receipts at the Port of St. John were 491,947 bushels, while the carryover was 2,502 bushels, making a total quantity of United States grain handled of 494,449 bushels. Shipments amounting to 491,947 bushels went to United Kingdom and other overseas countries. 2,502 bushels were shipped to local points. According to the figures from the Georgian Bay Ports 407,426 bushels were shipped to "Canadian Seaboard." This is 84,521 bushels less than the rail receipts at St. John, N.B. This is accounted for no doubt by some of the destinations being marked "other Canadian points" instead of "Canadian Seaboard." The amount forwarded overseas added to the quantity shipped via the St. Lawrence Ports, viz: 23,225,822 bushels, makes a total re-export of 23,717,767 bushels.

Receipts and shipments of United States grain at Canadian Public Elevators in the East during the crop year period September 1, 1923 to July 31, 1924, by grains were as follows:—

—	Receipts			Shipments		
	Water	Rail	Total	Water	Rail	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	23,922,918	302,157	24,225,075	25,767,188	488,201	26,255,389
Corn	1,692,862	.....	1,692,862	.....	1,641,290	1,641,290
Rye	13,770,010	1,192,337	14,962,347	12,912,075	1,559,442	14,471,517
Oats	4,981,238	154,710	5,135,948	134,972	5,193,049	5,328,021
Total	44,367,028	1,649,204	46,016,232	38,814,235	8,881,982	47,696,217

Wheat was the chief grain handled during the past period with rye second oats and corn following in the order named.

SHIPMENTS OF UNITED STATES GRAIN BY VESSEL DURING THE CROP YEARS 1919-20 TO 1923-24, BY EASTERN SEABOARD PORTS

Crop Year ended August 31	Montreal	Quebec	St. John, N.B.	Total
	Bush.	Bush.	Bush.	Bush.
1919–20	12,300,778	.....	79,214	12,379,992
1920–21	38,241,157	82,092	1,828,791	40,152,040
1921–22	81,507,094	3,243,782	4,822,356	89,573,232
1922–23	52,378,774	351,581	2,582,880	55,313,235
1923–24	27,519,888	705,305	491,947	28,717,140

FLOUR MILLING IN CANADA, CROP YEAR 1923-24

Flour and grist milling in 1923 represented a capital investment of $60,556,587 in 1,387 plants with a total daily capacity of 127,148 barrels of flour, distributed by provinces as follows:—

Province	Number of flour mills	Grist and feed mills	Total number of mills	Rolls Pr.	Stones Pr.	Capacity of flour mills in barrels per diem
CANADA	560	827	1,387	4,988	546	127,148
Prince Edward Island	18	7	25	76	22	574
Nova Scotia	27	3	30	82	35	1,285
New Brunswick	43	3	46	130	25	1,881
Quebec	141	295	436	809	361	22,371
Ontario	217	462	679	2,563	76	66,524
Manitoba	29	8	37	422	6	12,415
Saskatchewan	40	26	66	381	9	9,238
Alberta	38	23	61	471	6	11,707
British Columbia	7	.....	7	54	6	1,053

Statistics as to mill grindings in Canada, by grains, and inspection divisions, by months during the crop year 1923-24 are shown in table 91, while products produced therefrom are covered in table 92. Total grindings during the crop year were as follows:—

	Bush.
Wheat	92,995,487
Oats	12,707,533
Barley	1,031,763
Corn	1,277,783
Other grains—including mixed grain	11,882,735

Total flour produced amounted to 20,845,308 barrels, shorts and middlings to 402,973 tons, bran 319,313 tons, oatmeal 1,488,529 pounds and rolled oats 46,207,233 pounds.

Other principal statistics of the industry, by provinces, for the calendar year 1923, may be summarized as follows:—

PRINCIPAL STATISTICS OF FLOUR AND FEED MILLS BY PROVINCES, 1923

Province	Number of establishment	Capital	Employees	Salaries and Wages	Raw materials used	Value of products
		$	No.	$	$	$
CANADA	1,387	60,556,587	6,790	7,450,428	128,473,059	154,895,991
Prince Edward Island	25	119,812	25	10,847	186,988	240,262
Nova Scotia	30	237,757	37	31,009	299,695	379,158
New Brunswick	46	314,917	68	55,737	951,393	1,165,644
Quebec	436	12,181,927	1,326	1,169,427	22,238,863	25,196,087
Ontario	679	30,869,868	3,365	3,690,881	73,079,793	89,281,524
Manitoba	37	6,627,291	687	813,971	13,655,348	15,908,515
Saskatchewan	66	3,359,256	567	758,779	7,177,829	9,151,507
Alberta	61	5,439,523	585	752,420	9,979,193	12,355,353
British Columbia	7	1,406,236	130	167,857	903,957	1,217,941

CAPITAL INVESTED IN THE FLOUR AND GRIST MILL INDUSTRY BY ITEMS AND PROVINCES, 1923

Flour mills	Land, buildings and fixtures	Machinery and tools	Materials on hand, stock in process, etc.	Cash, trading and operating discounts, etc.	Total capital flour mills	Total capital for chopping mills	Grand total capital for all mills
	$	$	$	$	$	$	$
CANADA	21,743,014	13,015,369	11,238,662	10,429,162	56,426,207	4,130,380	60,556,587
Prince Edward Island	41,050	43,670	657	5,435	90,812	29,000	119,812
Nova Scotia	87,424	87,252	36,420	22,261	233,357	4,400	237,757
New Brunswick	116,483	128,071	32,339	32,824	309,717	5,200	314,917
Quebec	4,327,191	2,048,380	1,755,822	2,558,958	10,690,351	1,491,576	12,181,927
Ontario	11,516,536	7,429,904	5,644,083	3,813,804	28,404,327	2,465,541	30,869,868
Manitoba	2,606,265	1,280,624	923,467	1,789,810	6,600,166	27,125	6,627,291
Saskatchewan	901,981	450,792	1,099,771	853,779	3,306,323	52,933	3,359,256
Alberta	1,610,632	1,158,624	1,532,809	1,082,853	5,384,918	54,605	5,439,523
British Columbia	535,452	388,052	213,294	269,438	1,406,236	.....	1,406,236

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EMPLOYEES, SALARIES AND WAGES BY PROVINCES, 1923

Provinces	Employees on salaries in flour and grist mills			Employees on wages in					Total employees		
				Flour and grist mills			Feed mills				
	Male	Female	Salaries	Male	Female	Wages	Male	Wages	Male	Female	Salaries and wages
	No.	No.	$	No.	No.	$	No.	$	No.	No.	$
British Columbia..	37	15	85,027	76	2	82,830	.....	.....	113	17	167,857
Alberta.....	129	25	282,734	408	2	457,501	21	12,185	558	27	752,420
Saskatchewan.....	202	29	391,573	304	14	360,252	18	6,954	524	43	758,779
Manitoba.....	140	27	294,791	499	11	511,267	10	7,913	649	38	813,971
Ontario.....	374	125	788,375	2,248	67	2,536,458	551	366,048	3,173	192	3,690,881
Quebec.....	140	26	456,022	888	2	609,178	270	104,227	1,298	28	1,169,427
New Brunswick...	8	2	13,282	56	.....	41,405	2	1,050	66	2	55,737
Nova Scotia.....	6	.....	9,634	30	.....	21,192	1	183	37	.....	31,009
Prince Edward Island.....	.....	1	300	20	.....	8,215	5	1,832	25	1	10,347
CANADA....	1,036	250	2,321,738	4,529	98	4,628,298	878	500,392	6,443	348	7,450,428

EXPORTS

Exports of wheat flour during the crop year 1923-24 amounted to 11,990,842 barrels, of which 4,112,356 barrels were to the United Kingdom; 184,381 barrels to the United States; and 7,694,105 barrels to other countries. The total value of flour exported amounted to $62,080,203. During the previous crop year, exports of flour amounted to 11,069,054 barrels, valued at $62,891,156.

Of the exports of 11,806,461 barrels of flour to the United Kingdom and countries other than the United States, 6,420,379 barrels were shipped via Canadian ports and 5,386,082 via United States ports.

Converted to a wheat basis at the rate of 4½ bushels of wheat per barrel of flour, combined exports of wheat and wheat flour during the crop year 1923-4 amounted to 343,148,851 bushels, with a total value of $356,075,330, as compared with 279,492,557 bushels valued at $326,710,586 during the crop year 1922-3. Of the combined exports of wheat and wheat flour, 218,582,734 bushels were shipped to the United Kingdom; 22,149,958 bushels to the United States and 102,416,159 bushels to other countries. Of the exports overseas 155,682,186 bushels were shipped via Canadian ports and 165,316,707 bushels via United States ports.

Exports of bran and shorts during the crop year 1923-4 amounted to 3,321,451 cwt. The major part of this, viz., 3,214,835 cwt. were shipped to the United States. Of this balance, 33,329 cwt. went to the United Kingdom and 73,287 cwt. to other countries.

Exports of oatmeal and rolled oats amounted to 936,602 cwt., of which 2,612 cwt. were shipped to the United States, 698,405 cwt. to the United Kingdom and 235,585 cwt. to other countries. Shipments via Canadian Seaboard ports totalled 688,812 cwt., while 245,178 cwt. were shipped via United States ports.

SUMMARY

The following tables show the amount of wheat ground, wheat flour produced, and wheat flour exported, by months, during the crop year 1923-4, with supplementary figures for the calendar year 1924:—

Crop Year 1923-24	Wheat Ground	Wheat Flour Produced	Wheat Flour Exported
	Bush.	Bbls.	Bbls.
September, 1923	6,592,445	1,469,637	456,479
October, 1923	10,313,022	2,317,253	1,155,274
November, 1923	10,429,208	2,340,402	1,357,310
December, 1923	8,152,182	1,822,152	1,390,242
January, 1924	8,486,432	1,901,849	1,052,259
February, 1924	8,048,053	1,807,571	1,091,942
March, 1924	7,654,982	1,720,930	1,397,810
April, 1924	6,493,249	1,458,252	889,654
May, 1924	8,245,411	1,858,018	1,057,487
June, 1924	6,208,833	1,387,063	903,212
July, 1924	6,042,484	1,351,469	612,960
August, 1924	6,329,186	1,410,712	626,213
Total year, 1923-24	92,995,487	20,845,308	11,990,842
Total year, 1922-23	85,258,682	19,436,775	11,069,054

Calendar Year 1924	Wheat Ground	Wheat Flour Produced	Wheat Flour Exported
	Bush.	Bbls.	Bbls.
January	8,486,432	1,901,849	1,052,259
February	8,048,053	1,807,571	1,091,942
March	7,654,982	1,720,930	1,397,810
April	6,493,249	1,458,252	889,654
May	8,245,411	1,858,018	1,057,487
June	6,208,833	1,387,063	903,212
July	6,042,484	1,351,469	612,960
August	6,329,186	1,410,712	626,213
September	7,745,478	1,737,196	967,140
October	9,558,347	2,143,081	1,144,771
November	7,644,377	1,708,192	905,336
December	6,473,111	1,439,955	828,084
Total, 1924	88,929,943	19,924,288	11,476,868
Total, 1923	85,827,789	19,075,814	11,198,635

NOTE—Figures showing Wheat Ground and Wheat Flour Produced are preliminary for the months September to December, 1924.

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PRODUCTION

TABLE No. 1.—Survey of Grain Crops in Canada, 1920-1924

Crop of	Acreage harvested	Average Yield per Acre	Production	Weight per measured Bushel	Average Farm Price per Bushel	Farm value	Cash price per Bushel: In November, High	In November, Low	‡In May, High	‡In May, Low	Domestic exports including flour, Crop year beginning Sept. 1st of indicated year	Per cent of Crop exported
	Acres	Bush.	Bush.	Lb.	Cts.	$	Cts.	Cts.	Cts.	Cts.	Bush.	%
FALL WHEAT—												
1920	814,133	24·00	19,469,200	60·14	1·88	36,550,500	2·10	1·70	1·60	2·50	.....	.....
1921	720,635	21·50	15,520,000	58·77	1·02	15,846,000	1·10	0·95	—	—	.....	.....
1922	892,569	21·25	18,956,000	59·91	1·01	19,059,000	1·15	1·05	1·27	1·25	.....	.....
1923	815,706	23·75	19,315,000	60·23	0·92	17,850,900	98	94	1·05	0·98	.....	.....
1924	774,172	28·8	22,294,000	60·92	1·27	28,337,000	1·38	1·25	.....	.....	.....	.....
SPRING WHEAT— (No. 1 Nor. Winnipeg)												
1920	17,418,241	14·00	243,720,100	59·07	1·60	390,806,800	2·31	1·78⅛	1·94¼	1·78⅞	.....	.....
1921	22,540,589	12·75	285,337,900	58·10	0·80	227,090,000	1·18⅞	1·02	1·47⅜	1·34½	.....	.....
1922	21,530,124	17·75	380,830,400	60·31	0·84	320,360,000	1·15½	1·05½	1·20¾	1·16⅛	.....	.....
1923	21,856,158	20·75	454,884,000	58·55	0·66	298,755,800	99	93⅞	1·08	1·01¼	.....	.....
1924	21,281,538	11·3	239,803,000	59·14	1·22	292,025,000	1·70⅞	1·48¾	.....	.....	.....	.....
TOTAL WHEAT—												
1920	18,232,374	14·50	263,189,300	59·35	1·62	427,357,300	.....	.....	.....	.....	*167,163,305	63·51
1921	23,261,224	13·00	300,858,100	58·11	0·81	242,936,000	.....	.....	.....	.....	*194,003,407	64·48
1922	22,422,693	17·75	399,786,400	60·24	0·85	339,419,000	.....	.....	.....	.....	*279,492,557	69·91
1923	22,671,864	21·00	474,199,000	58·80	0·67	316,606,700	.....	.....	.....	.....	*343,148·851	72·36
1924	22,055,710	11·9	262,097,000	59·29	1·22	320,362,000	.....	.....	.....	.....	.....	.....
OATS— (No. 2 C.W. Winnipeg)												
1920	15,849,928	33·50	530,709,700	35·62	0·53	280,115,400	69	52⅛	48⅛	41⅛	*32,042,565	6·04
1921	16,949,029	25·25	426,232,900	32·97	0·34	146,395,300	46½	38⅜	56⅛	53	*28,532,404	6·69
1922	14,541,229	33·75	491,239,000	35·68	0·38	185,455,000	51⅞	45¾	51⅞	46⅛	*25,814,919	5·26
1923	13,727,067	39·25	563,997,600	35·55	0·33	184,857,400	41⅛	37	40	38⅛	* 43,770,115	7·76
1924 (‡)	14,491,289	28·0	405,976,000	34·52	0·49	200,688,000	60⅛	54⅛	.....	.....	.....	.....
BARLEY—												
1920	2,551,919	24·75	63,310,550	47·62	0·83	52,821,400	1·21	0·83⅛	0·80½	0·73⅞	10,815,597	17·08
1921	2,795,665	21·25	59,709·100	46·05	0·47	28,254,150	0·58	0·54	0·69⅞	0·64	12,422,151	20·80
1922	2,599,520	27·75	71,865,300	47·66	0·46	33,335,300	0·56⅞	0·52½	0·58½	0·54	13,841,605	19·26
1923	2,784,571	27·75	76,997,800	47·19	0·42	32,055,700	0·55⅞	0·51⅞	0·64⅞	62½	*15,396,167	20·00
1924	3,407,441	26·1	88,807,000	47·02	0·70	61,760,000	89½	81½	.....	.....	.....	.....
CORN— (American No. 2 yellow) Toronto												
1920	291,650	49·25	14,334,800	56·45	1·16	16,593,400	1·23	1·05	0·73	0·71	*183,461	1·28
1921	296,866	50·25	14,904,000	55·56	0·83	12,317,000	67⅞	57	0·79½	0·76½	*171,270	1·14
1922	318,397	43·25	13,798,000	55·45	0·83	11,509,700	90	87½	1·00½	97	*238,221	1·73
1923	317,729	42·75	13,608,000	55·29	0·92	12,466,000	1·25	1·12	0·95	0·95	*99,585	0·73
1924	295,015	40·7	11,998,000	54·15	1·19	14,227,000	1·34	1·25	.....	.....	.....	.....

‡Including 455,992 acres not productive of grain in Alberta.
*Includes wheatflour, oatmeal, and cornmeal respectively.
‡Following year.

TABLE No. 1.—Survey of Grain Crops in Canada, 1920-1924—*Concluded*

Crop of	Acreage harvested	Average Yield per Acre	Production	Weight per measured Bushel	Average Farm Price per Bushel	Farm value	Cash price per Bushel: In November, High	In November, Low	‡In May, High	‡In May, Low	Domestic exports including flour, Crop year beginning Sept. 1st of indicated year	Per cent of Crop exported
	Acres	Bush.	Bush.	Lb.	Cts.	$	Cts.	Cts.	Cts.	Cts.	Bush.	%
RYE—												
1920	649,654	17·50	11,306,400	55·44	1·33	15,085,650	1·86	1·55	1·75	1·49	*3,224,418	28·52
1921	1,842,498	11·75	21,455,260	55·06	0·72	15,399,300	0·92	74	1·14½	97	*4,523,903	21·08
1922	2,105,367	15·50	32,373,400	55·71	0·58	18,703,200	0·91⅜	0·77	0·84⅜	0·71⅛	*10,177,500	31·44
1923	1,445,142	16·00	23,231,800	54·61	0·48	11,246,900	0·66⅞	0·62½	0·68⅞	0·63⅞	*7,579,376	32·63
1924	890,814	15·4	13,750,900	55·48	0·99	13,678,700	1·29⅛	1·11	.....	.....	.....	.....
FLAX— (Winnipeg Price)												
1920	1,428,164	5·60	7,997,700	54·79	1·94	15,502,200	2·80⅜	1·85	1·80½	1·57½	2,833,862	35·43
1921	533,147	7·75	4,111,800	54·34	1·44	5,938,400	1·78⅜	1·67	2·46	2·28½	2,630,623	63·97
1922	565,479	8·85	5,008,500	55·04	1·72	8,638,900	2·24⅞	1·97	2·70½	2·35	2,321,648	46·35
1923	629,938	11·30	7,139,500	54·63	1·75	12,517,900	2·17⅛	2·01⅛	2·18½	2·11⅛	3,481,850	48·77
1924	1,276,667	7·6	9,694,700	54·81	1·94	18,849,300	2·44	2·15⅞	.....	.....	.....	.....
BUCKWHEAT— (Toronto price)												
1920	378,476	23·75	8,994,700	47·95	1·28	11,512,500	1·15	0·95	1·20	1·15	29,228	·32
1921	368,758	22·75	8,230,100	47·35	0·89	7,285,100	0·70	0·60	1·00	1·00	375,554	4·55
1922	430,982	22·50	9,701,200	47·80	0·84	8,140,800	0·81	0·70	0·78	0·71	602,756	6·21
1923	440,121	22·25	9,743,700	47·80	0·84	8,191,700	0·75	0·72	0·80	0·76	521,395	5·35
1924	442,263	25·8	11,412,000	47·53	0·89	10,149,000	0·85	0·80	.....	.....	.....	.....
PEAS— (Toronto price)												
1920	186,348	19·00	3,528,100	60·44	2·42	8,534,300	2·25	1·75	1·35	1·30	233,077	6·61
1921	192,749	14·25	2,769,981	59·42	1·96	5,439,400	none	none	none	none	203,441	7·34
1922	189,890	18·00	3,170,100	60·08	1·79	5,813,200	none	none	1·50	1·40	268,842	8·48
1923	169,330	17·00	2,898,200	60·00	1·72	4,987,400	1·55	1·50	.....	.....	246,515	8·51
1924	179,509	18·0	3,239,900	59·98	1·75	5,676,000	.....	.....	.....	.....	.....	.....
BEANS— (Montreal price)												
1920	72,163	17·50	1,265,300	59·73	3·88	4,918,100	4·75	4·25	2·85	2·80	4,303	0·34
1921	62,479	17·50	1,089,900	59·30	2·90	3,155,800	3·25	3·00	4·50	4·00	18,500	1·69
1922	79,899	16·25	1,303,300	59·39	2·85	3,713,800	2·60	2·50	none	none	92,651	7·11
1923	63,151	16·50	1,041,700	59·09	2·66	2,773,000	4·80	3·60	3·00	2·75	12,339	1·18
1924	71,936	16·6	1,194,100	59·67	2·77	3,306,900	2·80	2·50	.....	.....	.....	.....
MIXED GRAINS—												
1920	811,634	40·00	32,420,700	44·65	0·90	29,236,200	.....	.....	.....	.....	.....	.....
1921	861,136	25·75	22,271,500	41·62	0·62	13,901,220	.....	.....	.....	.....	.....	.....
1922	779,800	35·50	27,707,700	44·33	0·60	16,500,700	.....	.....	.....	.....	.....	.....
1923	843,757	35·25	29,750,500	44·19	0·59	17,654,800	.....	.....	.....	.....	.....	.....
1924	848,078	37·7	31,995,000	42·88	0·71	22,626,000	.....	.....	.....	.....	.....	.....

TOTAL ALL GRAINS

	acres	Bush.	$
1920	40,452,310	937,057,250	861,676,450
1921	47,163,551	861,632,641	481,021,670
1922	44,033,257	1,055,952,900	631,234,600
1923	43,095,670	1,202,607,700	603,357,500
1924	43,958,722	840,164,600	671,322,900

*Includes ryemeal. ‡Following year.
*Winnipeg. †Toronto price.

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TABLE No. 2.—Survey of Grain Crops in the Prairie Provinces, 1920-1924

TOTAL, PRAIRIE PROVINCES

Crop of	Acreage harvested	Average yield per acre	Production	Weight per measured Bushel	Average Farm price per Bushel	Farm Value
	Acres	Bush.	Bush.	Lbs.	Cents	$
FALL WHEAT—						
1920	38,000	18·75	713,000	61·00	1·54	1,084,000
1921	85,114	17·25	1,468,000	60·33	0·71	1,042,000
1922	64,554	13·00	839,000	60·50	0·77	646,000
1923	84,260	28·00	2,359,000	60·00	0·65	1,534,000
1924	36,479	14·1	515,000	60·66	1·20	619,000
SPRING WHEAT—						
1920	16,803,174	15·22	233,425,300	60·28	1·63	369,846,000
1921	22,096,215	11·71	278,630,000	58·91	0·81	218,133,000
1922	21,158,894	16·92	374,355,000	60·87	0·82	311,869,000
1923	21,581,016	20·53	449,901,000	58·54	0·65	293,152,000
1924	21,029,742	12·7	235,179,000	58·90	1·21	285,202,000
ALL WHEAT—						
1920	16,841,174	15·22	234,138,300	60·27	1·63	370,929,000
1921	22,181,329	11·71	280,098,000	58·88	0·81	225,175,000
1922	21,223,448	17·21	375,194,000	60·85	0·82	312,515,000
1923	20,879,558	20·5	452,260,000	58·54	0·65	294,686,000
1924	21,066,221	13·2	235,694,000	59·06	1·21	285,321,000
OATS—						
1920	10,070,476	31·90	314,297,000	35·99	0·44	131,475,000
1921	10,819,641	24·76	284,147,500	34·84	0·26	70,611,000
1922	8,564,212	32·50	289,660,000	36·01	0·32	87,521,000
1923	9,032,821	42·16	391,756,000	36·21	0·26	99,725,000
1924	9,199,426	27·4	229,046,000	33·91	0·43	97,754,200
BARLEY—						
1920	1,838,791	22·58	40,760,500	47·06	0·69	28,817,000
1921	2,109,065	22·04	44,681,800	47·11	0·37	17,051,000
1922	1,983,292	25·08	53,612,000	47·50	0·40	21,425,600
1923	2,180,472	30·26	59,778,200	47·15	0·35	21,155,000
1924	2,820,545	24·3	68,576,000	46·51	0·64	46,868,000
RYE—						
1920	482,011	17·15	8,273,600	55·97	1·29	10,609,100
1921	1,688,228	11·36	19,109,700	55·41	0·69	13,135,000
1922	1,926,117	15·00	29,429,000	55·72	0·56	16,288,000
1923	1,303,210	16·0	20,842,000	54·73	0·46	9,320,000
1924	743,039	14·8	11,588,000	55·21	0·97	10,919,000
FLAX—						
1920	1,391,076	6·63	7,588,800	54·67	1·97	14,299,700
1921	516,972	7·44	3,945,700	54·39	1·35	5,431,000
1922	555,043	7·92	4,901,700	55·42	1·68	8,431,000
1923	620,172	10·7	7,044,800	55·72	1·76	12,505,000
1924	1,265,895	6·9	9,577,900	55·2	1·93	18,640,300
PEAS—						
1920	9,580	15·50	147,700	60·00	1·70	239,400
1921	25,850	19·42	256,800	60·33	2·33	613,500
1922	14,893	19·20	328,800	59·53	1·75	463,000
1923	6,398	22·4	147,000	60·33	1·52	222,800
1924	4,329	17·20	75,000	60·00	2·00	150,000
MIXED GRAIN—						
1920	55,559	28·25	1,479,000	28·83	1·37	2,165,000
1921	43,367	24·20	1,123,000	41·90	0·32	337,000
1922	57,242	28·25	1,636,000	45·83	0·36	560,000
1923	54,798	32·1	1,730,000	46·67	0·36	516,000
1924	57,666	25·6	1,430,000	43·66	0·59	835,000

TOTAL GRAIN—PRAIRIE PROVINCES

1920	30,688,667	.....	606,684,900	.....	.....	558,534,200
1921	37,384,452	.....	633,358,300	.....	.....	332,353,500
1922	34,324,247	.....	754,761,500	.....	.....	447,204,200
1923	34,077,429	.....	933,558,000	.....	.....	438,129,800
1924	35,157,121	.....	555,986,900	.....	.....	460,987,300

TABLE No. 2.—Survey of Grain Crops in the Prairie Provinces, 1920-1924—*Continued*

MANITOBA

Crop of	Acreage harvested	Average yield per acre	Production	Weight per measured Bushel	Average Farm price per Bushel	Farm Value
	Acres	Bush.	Bush.	Lbs.	Cents	$
SPRING WHEAT—						
1920	2,705,622	13·90	37,542,000	59·56	1·83	68,769,000
1921	3,501,217	11·15	39,054,000	56·62	0·91	35,539,000
1922	3,125,556	19·25	60,051,000	60·52	0·83	49,842,000
1923	2,915,915	12·3	35,804,000	54·97	0·67	23,989,000
1924	2,459,408	16·9	41,464,000	57·65	1·24	51,415,000
OATS—						
1920	1,873,954	30·75	57,657,000	34·89	0·56	32,007,000
1921	2,226,376	22·27	49,442,500	32·03	0·30	14,833,000
1922	1,851,608	40·25	74,433,000	36·04	0·31	23,074,000
1923	1,834,504	32·00	58,704,000	34·09	0·30	17,611,000
1924	1,953,337	36·2	70,729,000	34·21	0·47	33,243,000
BARLEY—						
1920	839,078	21·00	17,520,000	46·31	0·80	13,988,000
1921	1,043,144	18·87	19,681,600	45·02	0·43	8,453,000
1922	968,783	29·75	28,863,000	47·54	0·41	11,834,000
1923	1,156,212	22·35	25,726,000	45·20	0·37	9,519,000
1924	1,372,803	29·8	40,923,000	46·85	0.70	28,646,000
RYE—						
1920	148,602	15·50	2,318,600	54·91	1·35	3,140,100
1921	257,793	13·83	3,564,700	54·90	0·79	2,816,000
1922	421,603	16·75	7,078,000	55·19	0·61	4,318,000
1923	337,528	13·8	4,620,000	53·77	0·52	2,403,000
1924	290,573	20·2	5,875,000	56·09	1·00	5,875,000
FLAX—						
1920	146,455	7·90	1,157,860	54·66	2·25	2,587,700
1921	61,689	8·83	544,700	54·78	1·50	817,000
1922	66,680	11·00	734,000	55·54	1·80	1,321,000
1923	139,519	10·00	1,395,000	55·65	1·89	2,637,000
1924	323,813	10·5	3,403,000	54·73	1·94	6,602,000
PEAS—						
1920	4,162	15·00	62,200	60·00	1·10	68,400
1921	10,958	15·02	151,400	60·00	2·50	378,500
1922	11,000	23·50	258,500	58·00	1·25	323,000
1923	1,062	18·00	19,000	60·00	1·50	28,500
1924	1,057	17·0	18,000	60·00	2·00	36,000
MIXED GRAIN—						
1920	28,800	21·25	612,000	43·50	1·87	1,144,000
1921	10,473	19·85	208,000	42·50	0·40	83,000
1922	13,503	30·00	405,000	48·00	0·38	154,000
1923	14,076	22·50	317,000	46·67	0·38	120,000
1924	14,708	30·0	441,000	42·33	0·57	251,000

SASKATCHEWAN

SPRING WHEAT—						
1920	10,061,069	11·25	113,135,300	59·95	1·55	175,300,000
1921	13,556,708	13·75	188,000,000	58·36	0·76	142,880,000
1922	12,332,297	20·25	250,167,000	61·50	0·85	212,642,000
1923	12,791,000	21·3	271,622,000	59·20	0·65	176,554,000
1924	13,033,000	10·2	132,918,000	59·32	1·21	160,831,000
OATS—						
1920	5,106,822	27·70	141,549,000	35·00	0·41	58,035,000
1921	5,681,522	30·00	170,513,000	35·24	0·24	40,372,000
1922	5,098,104	35·25	179,708,000	35·93	0·29	52,015,000
1923	4,898,771	44·50	218,075,000	36·45	0·25	54,519,000
1924	4,942,465	19·7	97,345,000	33·82	0·43	41,858,000
BARLEY—						
1920	519,014	20·25	10,501,500	46·75	0·66	6,931,000
1921	497,730	26·75	13,343,000	47·75	0·36	4,858,000
1922	636,456	29·00	18,511,000	47·97	0·38	6,971,000
1923	640,402	30·00	19,278,200	47·87	0·35	6,747,000
1924	953,851	18·2	17,360,000	46·19	0·63	10,937,000
RYE—						
1920	172,449	14·70	2,535,000	56·14	1·26	3,194,000
1921	1,208,299	11·25	13,546,000	56·04	0·67	9,080,000
1922	900,931	18·00	16,164,000	56·23	0·63	8,567,000
1923	568,924	15·00	8,582,000	54·84	0·45	3,861,000
1924	178,094	14·1	2,507,000	54·12	0·95	2,382,000
FLAX—						
1920	1,140,921	5·00	5,705,000	53·95	1·82	10,383,000
1921	426,849	7·50	3,230,000	55·38	1·38	4,443,000
1922	466,177	8·75	4,079,000	55·94	1·71	6,975,000
1923	465,653	11·8	5,493,800	56·00	1·75	9,614,000
1924	927,082	6·6	6,119,000	54·87	1·95	11,932,000
PEAS—						
1920	2,519	14·50	36,500	.....	2·00	73,000
1921	2,535	19·25	48,800	61·00	2·50	122,000
1922	2,302	22·50	51,800	60·60	2·00	103,600
1923	2,030	27·3	55,000	60·00	1·66	91,300
1924	1,613	16·6	27,000	60·00	2·00	54,000
MIXED GRAIN—						
1920	18,361	33·50	615,000	.....	1·25	769,000
1921	23,081	30·00	692,000	40·20	0·28	194,000
1922	29,425	29·25	861,000	45·00	0·30	258,000
1923	29,494	32·00	944,000	49·10	0·30	283,000
1924	29,513	22·3	658,000	45·00	0·57	375,000

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TABLE No. 2.—Survey of Grain Crops in the Prairie Provinces, 1920-1924—*Concluded*

ALBERTA

Crop of	Acreage harvested	Average yield per acre	Production	Weight per measured Bushel	Average Farm price per Bushel	Farm Value
	Acres	Bush.	Bushels	Lbs.	Cents	$
FALL WHEAT—						
1920	38,000	18·75	713,000	61·00	1·54	1,084,000
1921	85,114	17·25	1,468,000	60·53	0·71	1,042,000
1922	64,554	13·00	839,000	60·50	0·77	646,000
1923	84,260	28·00	2,359,000	60·00	0·65	1,534,000
1924	36,479	14·1	515,000	60·66	1·20	619,000
SPRING WHEAT—						
1920	4,036,483	20·50	82,748,000	61·32	1·52	125,777,000
1921	5,038,290	10·25	51,576,000	61·77	0·77	39,714,000
1922	5,701,041	11·25	64,137,000	60·58	0·77	49,385,000
1923	5,088,383	28·00	142,475,000	61·47	0·65	92,609,000
1924	5,537,334	11·00	60,797,000	59·73	1·20	72,956,000
ALL WHEAT—						
1920	4,074,483	20·50	83,461,000	61·30	1·52	126,860,000
1921	5,123,404	10·35	53,044,000	61·66	0·77	40,756,000
1922	5,765,595	12·13	64,976,000	60·54	0·77	50,031,000
1923	5,172,643	28·00	144,834,000	61·44	0·65	94,143,000
1924	5,573,813	12·5	61,312,000	60·20	1·20	73,575,000
OATS—						
1920	2,089,700	37·25	115,091,000	38·09	0·36	41,433,000
1921	2,911,743	22·00	64,192,000	37·36	0·24	15,405,000
1922	1,614,500	22·00	35,519,000	36·07	0·35	12,432,000
1923	2,299,546	50·00	114,977,000	38·08	0·24	27,595,000
1924	(1)2,303,624	26·4	55,251,000	33·70	0·41	22,653,000
BARLEY—						
1920	480,699	26·50	12,739,000	48·12	0·62	7,898,000
1921	568,191	20·50	11,657,000	48·57	0·32	3,730,000
1922	378,053	16·50	6,238,000	46·99	0·42	2,620,000
1923	383,858	38·50	14,774,000	48·39	0·33	4,889,000
1924	493,891	25·00	12,347,000	46·50	0·59	7,285,000
RYE—						
1920	160,960	21·25	3,420,000	56·85	1·25	4,275,000
1921	222,136	9·00	1,999,000	55·29	0·62	1,239,000
1922	603,583	10·25	6,187,000	55·73	0·55	3,403,000
1923	396,758	19·3	7,640,000	55·59	0·40	3,056,000
1924	274,372	10·00	2,744,000	55·42	0·97	2,662,000
FLAX—						
1920	103,700	7·00	726,000	55·40	1·83	1,329,000
1921	28,434	6·00	171,000	57·00	1·28	171,000
1922	22,186	4·00	88,700	54·79	1·52	135,000
1923	15,000	10·40	156,000	55·50	1·63	254,000
1924	15,000	3·7	55,900	56·00	1·90	106,300
PEAS—						
1920	2,899	17·00	49,000	60·00	2·00	98,000
1921	2,357	24·00	56,600	60·00	2·00	113,000
1922	1,591	11·60	18,500	60·00	2·00	37,000
1923	3,306	22·00	73,000	61·00	1·41	103,000
1924	1,659	18·00	30,000	60·00	2·00	60,000
MIXED GRAINS—						
1920	8,398	30·00	252,000	43·00	1·00	252,000
1921	9,813	22·75	223,000	43·00	0·27	60,000
1922	14,314	25·50	370,000	44·50	0·40	148,000
1923	11,228	41·85	469,000	44·25	0·42	113,000
1924	13,445	24·6	331,000	.....	0·63	209,000

(1) Including 455,992 acres not productive of grain.

COUNTRY ELEVATOR AND PLATFORM LOADING STATEMENTS

TABLE No. 3.—Record of Country Elevators showing receipts by grains in the Western Division during crop years 1919-1920 to crop year period 1923-1924

Crop year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1919-20	114,536,411	64,602,840	11,540,233	2,920,830	1,927,106	195,527,420
1920-21	172,308,638	71,052,245	12,540,294	5,590,132	2,450,541	263,941,850
1921-22	227,315,371	66,671,841	13,557,663	3,697,327	4,947,232	316,189,434
1922-23	307,508,233	49,832,246	16,881,863	3,782,954	11,264,915	389,270,211
1923-24 (11 months)	395,860,462	78,343,992	17,614,421	5,395,064	6,508,478	503,722,417

TABLE No. 4.—Annual Handling of Country Elevators, Western Division, during crop year period 1923-1924

Capacity 138,316,620 bushels

—	Wheat	Oats	Barley	Flax	Rye	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
On hand, Sept. 1, 1923	2,325,790	1,238,480	448,572	79,404	323,767	4,416,013
Gross receipts	395,860,462	78,343,992	17,614,421	5,395,064	6,508,478	503,722,417
Gross shipments	394,691,051	77,113,188	16,707,397	5,384,082	6,643,838	500,539,556
In store, July 31, 1924	3,967,498	2,641,330	865,620	64,073	198,401	7,736,922

TABLE No. 5.—Platform Loadings of Grain by Provinces and Railways from Western Canadian points during the crop year period 1923-24

—	Wheat	Other Grains	Total
	Bush	Bush	Bush
Provinces—			
Manitoba	5,689,610	4,786,954	10,476,564
Saskatchewan	13,709,616	4,319,202	18,028,818
Alberta	6,904,846	4,055,568	10,960,414
Total	26,304,072	13,161,724	39,465,796
Railroads—			
C.P.R.—			
Manitoba	2,580,662	2,182,049	4,762,711
Saskatchewan	4,912,674	1,073,912	5,986,586
Alberta	3,062,074	1,846,484	4,908,558
Total	10,555,410	5,102,445	15,657,855
C.N.R.—			
Manitoba	3,108,948	2,604,905	5,713,853
Saskatchewan	8,796,942	3,245,290	12,042,232
Alberta	3,414,272	1,693,084	5,107,356
Total	15,320,162	7,543,279	22,863,441
E.D. and B.C. Railway—			
Alberta	428,500	516,000	944,500

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Table No. 6.—Country Elevator Handlings, Crop Year Period

	—	Wheat			
		On hand	Receipts	Shipments	In store
		bush.	bush.	bush.	bush.
	Manitoba—				
1	C.P.R.	451,621	12,663,402	12,732,306	254,880
2	C.N.R.	236,629	9,169,857	9,233,889	81,523
3	Great Northern	71,145	664,458	684,699	2,256
4	Total	759,395	22,497,717	22,650,894	338,659
	Saskatchewan—				
5	C.P.R.	517,343	129,483,172	128,374,317	1,372,464
6	C.N.R.	293,097	105,592,571	105,598,966	490,627
	Total	810,440	235,075,743	233,973,283	1,863,091
	Alberta—				
8	C.P.R.	369,275	80,923,330	81,468,814	777,589
9	C.N.R.	110,803	41,390,463	41,022,019	331,198
10	Canada Central	996	10,557	10,557	300
11	E. D. & B. C.	1,423	2,073,386	2,044,921	16,738
12	A. & G. W.	734	296,981	294,290	3,780
13	L. & N. W.	2,876	567,465	564,987	4,690
14	Total	486,107	125,262,182	125,405,588	1,134,295
	British Columbia—				
15	C.P.R.	12,499	590,194	554,507	46,256
16	B. C. Electric	7,591	92,096	90,138	9,549
17	Total	20,090	682,290	644,645	55,805
18	Grand Total	2,076,032	383,517,932	382,674,410	3,391,850

	—	Flaxseed			
		On hand	Receipts	Shipments	In store
		bush.	bush.	bush.	bush.
	Manitoba—				
19	C.P.R.	7,121	523,721	528,464	2,955
20	C.N.R.	1,772	249,151	251,570	665
21	Great Northern	270	18,897	18,117	31
22	Total	9,163	791,769	798,151	3,651
	Saskatchewan—				
23	C.P.R.	44,429	2,567,561	2,559,790	28,293
24	C.N.R.	21,222	1,657,006	1,651,778	16,158
25	Total	65,651	4,224,567	4,211,568	44,451
	Alberta—				
26	C.P.R.	3,346	324,373	320,919	12,744
27	C.N.R.	647	48,234	46,091	2,604
28	Canada Central	.....	.....	.....	.....
29	E. D. & B.C.	2	3,562	3,458	129
30	A. & G. W.	.....	.....	.....	.....
31	L. & N. W.	.....	.....	.....	.....
32	Total	3,995	376,169	370,468	15,477
	British Columbia—				
33	C.P.R.	.....	1,899	3,128	.....
34	B. C. Electric	.....	.....	.....	.....
35	Total	.....	1,899	3,128	.....
36	Grand Total	78,809	5,394,404	5,383,315	63,579

Summary of Country Elevator Handlings, by Railways,

—	Wheat.				Oats			
	On hand	Receipts	Shipments	In store	On hand	Receipts	Shipments	In store
	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
Canadian Pacific Railway Company	1,350,738	223,660,098	223,129,944	2,451,189	719,213	40,305,970	39,531,611	1,534,669
Canadian National Railways	640,529	156,152,891	155,854,874	903,348	456,196	35,291,833	34,908,884	984,666
Sundries	84,765	3,704,943	3,689,592	37,313	22,773	1,927,642	1,874,600	61,253
Total	2,076,032	383,517,932	382,674,410	3,391,850	1,198,182	77,525,445	76,315,095	2,580,588

1923-24 (Sept. 1st to July 31st) (by Provinces and Railways)

Oats				Barley				
On hand	Receipts	Shipments	In store	On hand	Receipts	Shipments	In store	
bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	
84,486	5,708,637	5,694,244	85,499	139,987	3,532,170	3,557,023	33,026	1
57,767	3,191,531	3,184,390	47,131	107,236	3,196,093	3,255,316	29,817	2
7,997	147,116	146,556	2,128	21,345	238,871	235,081	4,724	3
150,250	9,047,284	9,025,190	134,758	268,568	6,967,134	7,047,420	67,567	4
362,958	17,202,794	16,961,071	614,923	45,073	2,650,572	2,623,898	65,974	5
233,293	19,224,539	19,195,393	405,499	51,738	2,436,179	2,435,346	66,205	6
596,251	36,427,333	36,156,464	1,020,422	96,811	5,086,751	5,059,244	132,179	7
261,296	16,902,613	16,395,445	813,889	58,282	3,021,000	2,533,067	568,572	8
165,136	12,875,763	12,529,101	532,036	17,044	1,718,098	1,664,415	73,893	9
.....	.....	.....	.....	.....	.....	.....	.....	10
1,341	1,263,796	1,226,507	40,074	200	160,293	139,805	10,525	11
1,922	220,477	219,248	3,151	.....	106,961	106,017	944	12
550	185,500	176,694	15,900	366	73,697	70,014	3,208	13
430,255	31,448,239	30,546,995	1,405,050	75,892	5,070,049	4,513,318	657,142	14
10,473	491,926	480,851	20,358	1,476	25,835	25,226	2,079	15
10,953	110,663	105,595	.....	1,251	11,484	11,400	.....	16
21,426	602,589	586,446	20,358	2,727	37,319	36,626	2,079	11
1,198,182	77,525,445	76,315,095	2,580,588	443,998	17,161,253	16,656,608	858,967	18

Rye				All Grains				
On hand	Receipts	Shipments	In store	On hand	Receipts	Shipments	In store	
bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	
49,919	892,143	913,597	8,929	733,134	23,320,073	23,425,634	385,289	19
46,386	558,811	584,625	8,603	449,790	16,365,443	16,509,790	167,739	20
3,100	102,131	116,850	1,685	103,857	1,171,473	1,201,303	10,824	21
99,405	1,553,085	1,615,072	19,217	1,286,781	41,856,989	40,136,727	563,852	22
106,108	1,843,987	1,924,484	38,170	1,075,911	153,748,086	152,443,560	2,119,824	23
58,856	1,480,544	1,497,926	43,606	658,206	130,390,839	130,379,409	1,022,095	24
164,964	3,324,531	3,422,410	81,776	1,734,117	284,138,925	282,822,969	3,141,919	25
53,079	1,275,562	1,266,166	75,840	745,278	102,446,878	101,984,411	2,248,634	26
3,606	336,956	320,338	19,881	297,236	56,369,514	55,581,964	959,612	27
.....	.....	.....	.....	996	10,557	10,557	300	28
263	2,493	3,157	81	3,239	3,493,530	3,417,848	67,547	29
.....	.....	.....	.....	2,656	624,419	619,555	7,875	30
712	4,058	4,339	431	4,504	830,810	816,034	24,229	31
57,660	1,619,069	1,594,000	96,233	1,053,909	163,775,708	162,430,369	3,308,197	32
.....	.....	.....	.....	24,448	1,109,854	1,063,712	68,693	33
.....	.....	.....	.....	19,795	214,243	207,133	9,549	34
.....	.....	.....	.....	44,243	1,324,097	1,270,845	78,242	35
322,029	6,496,685	6,631,482	197,226	4,119,050	490,095,719	487,660,910	7,092,210	36

Crop Year Period 1923-24 (Sept. 1st to July 31st)

Barley				Flaxseed				Rye			
On hand	Receipts	Shipments	In store	On hand	Receipts	Shipments	In store	On hand	Receipts	Shipments	In store
bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
244,818	9,229,577	8,739,214	669,651	54,896	3,417,554	3,412,301	43,992	209,106	4,011,692	4,104,247	122,939
176,018	7,350,370	7,355,077	169,915	23,641	1,954,391	1,949,439	19,427	108,848	2,376,311	2,402,889	72,090
23,162	581,306	562,317	19,401	272	22,459	21,575	160	4,075	108,682	124,346	2,197
443,998	17,161,253	16,656,608	858,967	78,809	5,394,404	5,383,315	63,579	322,029	6,496,685	6,631,482	197,226

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TABLE No. 7.—Country Elevator Handlings in the Western Inspection Division during Crop which unloading

No.	Subdivision	Wheat			Oats		
		Receipts	Shipments	On hand	Receipts	Shipments	On hand
	MANITOBA	bush.	bush.	bush.	bush.	bush.	bush.
	Canadian Pacific Railway—						
1	Arborg	151,881	151,445	1,024	11,782	12,191	.....
2	*Arcola	461,844	457,739	4,105	209,632	208,604	1,028
3	Boissevain	123,400	123,111	303	33,216	35,179	.....
4	*Bredenburg	988,938	978,761	3,837	2,348,939	2,349,624	21,509
5	*Broadview	654,628	647,497	9,176	167,863	166,880	1,842
6	Carberry	2,499,384	2,593,228	81,521	668,276	659,315	20,565
7	Carman	11,877	11,877	.....	3,550	3,550	.....
8	Emerson	376,135	402,416	948	12,399	15,881	.....
9	*Estevan	502,755	499,452	3,219	197,653	189,410	8,792
10	Fallison	10,455	10,455	.....	4,435	4,435	.....
11	Glenboro	1,068,459	1,061,447	16,281	93,099	90,006	3,678
12	Gretna	210,312	194,578	20,574	3,616	2,788	828
13	*Griffin	181,904	169,986	12,077	52,625	51,790	1,025
14	Kaleida	24,367	27,566	.....	11,692	12,694	.....
15	*Keewatin	58,187	50,035	6,101	1,940	206	1,734
16	Lac du Bonnet	215,659	214,869	941	1,700	1,698	.....
17	La Rivière	830,847	862,454	14,920	83,564	87,824	1,308
18	Lenore	727,554	709,728	15,796	126,183	121,866	2,999
19	Lyleton	417,571	425,649	1,537	40,517	59,347	.....
20	McAuley	73,573	73,573	.....	13,461	13,461	.....
21	Miniota	607,694	610,329	16,222	199,488	197,946	5,842
22	Minnedosa	380,348	379,824	22,485	130,859	126,930	5,016
23	Napinka	1,007,689	1,012,563	3,973	327,727	321,967	4,705
24	*Neudorf	258,936	251,952	6,984	23,670	22,146	524
25	Rapid City	122,375	120,216	2,407	150,032	147,541	3,032
26	Reston	136,321	135,398	.....	38,587	38,722	.....
27	Russell	250,371	250,131	190	674,257	674,544	116
28	Snowflake	68,328	69,778	4,898	24,828	25,608	.....
29	Varcoe	205,982	203,115	2,867	51,238	50,282	956
30	Winnipeg Beach	35,628	33,134	2,494	1,809	1,809	.....
	Total C.P.R.	12,663,402	12,732,306	254,880	5,708,637	5,694,244	85,499
	Canadian National Railways—						
1	Carman	542,383	559,287	423	54,876	53,541	27
2	Cowan	603,592	578,329	2,244	25,231	23,350	452
3	*Cromer	203,851	203,528	328	70,988	71,847	7
4	Delta	31,450	47,200	158	426	426	.....
5	Erwood	120,374	119,710	713	25,847	26,621	.....
6	Gladstone	844,060	864,551	5,381	63,423	61,586	4,090
7	Harte	217,916	218,236	889	70,011	73,834	2,634
8	Hartney	636,016	640,491	46	146,051	149,204	.....
9	Inwood	56,155	62,796	1,150	7,713	6,898	.....
10	Letellier	285,910	297,791	26	8,333	8,583	.....
11	Miami	356,217	393,169	646	25,288	25,972	1,347
12	Minaki	15,315	15,126	189	1,212	1,250	.....
13	*Miniota	223,720	224,026	388	37,777	35,953	824
14	Neepawa	404,053	406,589	.....	21,715	22,764	.....
15	Oakland	69,221	69,263	1,147	5,852	4,599	1,597
16	Oak Point	132,055	134,561	3,176	15,335	16,166	.....
17	Pleasant Point	84,742	88,809	.....	10,482	9,990	492
18	*Preeceville	561,603	554,037	11,087	26,540	28,794	1,277
19	Rapid City	878,124	878,360	930	637,117	638,407	2,342
20	Ridgeville	46,695	46,733	.....	1,186	1,186	.....
21	Rossburn	1,347,957	1,315,085	22,649	1,573,681	1,562,118	22,903
22	St. Rose	91,643	91,011	1,174	33,603	35,394	.....
23	Sprague	45,426	45,365	204	5,202	5,253	.....
24	*Togo	948,981	932,542	25,246	170,896	167,484	9,139
25	*Tonkin	102,843	102,438	412	95,925	95,942	.....
26	Victoria Beach	.....	.....	.....	.....	.....	.....
27	Wakopa	191,376	193,805	.....	41,858	41,908	.....
28	Wawanesa	64,777	90,130	.....	6,140	6,140	.....
29	Winnipegosis	63,402	60,921	2,917	8,823	9,180	.....
	Total C.N.R.	9,169,857	9,233,889	81,523	3,191,531	3,184,390	47,131
	Great Northern Railway	664,458	684,699	2,256	147,116	146,556	2,128
	Grand Total, Manitoba	22,497,717	22,650,894	338,659	9,047,284	9,025,190	134,758

NOTE—Subdivisions indicated (*) are partially in two provinces.

Year Period 1923-24 (Sept. 1, 1923, to July 31, 1924) according to Railroad Subdivisions upon points are situated

Barley			Flaxseed			Rye			No.
Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	
bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	
36,719	36,540	178	9,995	10,023	17	4,820	4,825	15	1
117,587	116,824	763	1,934	1,934	.....	46,748	46,748	.....	2
64,970	65,394	.....	1,498	1,498	404	4,118	4,059	.....	3
411,515	408,715	7,006	1,930	1,956	.....	15,863	16,302	327	4
190,561	191,876	.....	22,833	22,833	.....	52,777	53,521	194	5
207,206	217,316	8,709	20,690	20,513	261	29,888	31,849	.....	6
5,593	5,593	.....	254	254	.....	6,395	6,395	.....	7
137,646	145,956	1,628	178,050	178,362	28	51,444	53,524	70	8
162,521	163,688	615	5,938	5,591	107	66,028	67,007	.....	9
8,121	8,121	.....	2,228	2,228	.....	8,499	5,147	3,352	10
374,793	379,088	3,617	49,779	49,050	1,060	205,997	208,638	1,561	11
21,802	23,519	.....	3,418	3,177	508	5,544	7,505	460	12
25,295	25,084	.....	13	13	.....	13,077	13,024	.....	13
29,928	31,312	.....	.....	.....	.....	967	1,399	.....	14
21,081	20,765	319	124,938	127,559	498	851	806	.....	15
7,264	7,074	216	302	305	.....	11,575	11,750	.....	16
193,210	204,953	1,035	72,433	74,191	17	64,345	77,086	499	17
147,297	146,081	1,779	2,370	2,369	.....	35,422	35,462	.....	18
86,613	87,855	167	35	.....	35	16,702	16,671	979	19
8,253	8,253	.....	.....	.....	.....	196	196	.....	20
38,276	39,438	.....	259	334	.....	3,279	3,279	.....	21
324,694	317,166	1,986	3,760	5,215	.....	17,871	18,486	170	22
453,650	447,387	3,348	13,119	13,119	20	167,234	166,592	1,113	23
30,770	30,770	.....	5,890	5,890	.....	3,656	3,656	.....	24
78,018	78,516	639	195	190	.....	13,925	14,236	105	25
44,421	44,921	.....	.....	.....	.....	12,979	12,979	.....	26
146,976	147,106	113	591	591	.....	13,209	13,171	38	27
46,270	47,500	.....	40	40	.....	8,753	9,349	.....	28
88,157	88,157	.....	253	253	.....	9,229	9,183	46	29
22,963	22,055	908	976	976	.....	752	752	.....	30
3,532,170	3,557,023	33,026	523,721	528,464	2,955	892,143	913,597	8,929	
344,868	359,250	264	102,904	103,644	.....	69,426	77,945	.....	1
61,378	58,503	2,160	.....	.....	.....	35,576	32,304	2,203	2
62,703	62,819	.....	2,209	3,186	.....	11,208	11,807	23	3
45,732	49,576	.....	.....	.....	.....	210	654	.....	4
48,269	48,353	56	.....	.....	.....	15,633	15,244	358	5
286,507	290,697	2,556	35,906	36,488	108	37,963	39,375	1,325	6
67,017	67,747	673	2,136	2,136	.....	3,747	3,692	55	7
347,218	347,304	836	7,536	7,509	.....	102,873	104,873	.....	8
5,691	5,691	.....	359	359	.....	3,099	3,119	.....	9
88,372	92,332	.....	10,870	10,856	.....	28,071	28,567	21	10
224,939	253,888	2,734	53,398	53,346	72	49,389	58,547	3,382	11
5,340	5,448	.....	.....	.....	.....	.....	.....	.....	12
18,179	17,328	851	.....	.....	.....	10,488	11,358	.....	13
92,293	92,860	20	4,116	4,779	.....	10,261	10,270	.....	14
8,491	8,697	.....	3,849	3,892	.....	2,879	3,567	.....	15
8,396	8,268	128	3,973	3,973	.....	2,280	2,362	.....	16
53,639	54,612	200	1,365	1,365	.....	31,795	35,073	.....	17
148,466	146,823	5,629	218	184	33	6,495	6,539	50	18
167,481	165,834	1,606	196	196	.....	4,901	4,901	.....	19
10,121	10,123	.....	1,616	1,616	.....	27,872	28,145	.....	20
647,461	650,662	7,359	1,124	1,124	.....	19,473	19,759	86	21
24,043	24,204	.....	1,571	1,594	.....	2,828	2,781	48	22
11,563	11,670	.....	.....	.....	.....	16,974	17,117	.....	23
288,985	288,757	2,577	14,355	13,873	452	22,790	24,331	141	24
19,267	24,441	1,010	.....	.....	.....	3,338	3,322	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	26
73,341	73,823	.....	1,450	1,450	.....	25,108	25,083	.....	27
6,190	6,190	.....	.....	.....	.....	6,996	6,996	.....	28
30,143	29,416	1,158	.....	.....	.....	7,138	6,894	901	29
3,196,003	3,255,316	29,817	249,151	251,570	665	558,811	584,625	8,603	
238,871	235,081	4,724	18,897	18,117	31	102,131	116,850	1,685	
6,967,134	7,047,420	67,567	791,769	798,151	3,651	1,553,085	1,615,072	19,217	

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TABLE No. 7.—Country Elevator Handlings in the Western Inspection Division—*Continued*

No.	Subdivision	Wheat			Oats			Barley			Flaxseed			Rye			No.
		Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	
	SASKATCHEWAN	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	
	Canadian Pacific Railway—																
1	Altawan	2,098,241	2,126,561	2,424	30,534	32,315	2,927	1,315	1,281	269	3,291	4,143	61	11,762	16,195	1,139	1
2	Archive-Wymark	619,592	596,648	23,066	15,106	13,288	2,523	5,392	4,852	471	6,031	5,973	23	2,716	2,746	.....	2
3	*Arcola	985,591	980,265	6,769	479,551	479,026	6,076	242,636	243,074	2,611	62,322	62,424	246	35,330	40,858	1,123	3
4	Assiniboia	5,034,608	5,046,137	22,204	280,533	274,870	16,619	18,343	26,774	62	206,671	209,564	1,271	16,899	17,726	73	4
5	*Bredenbury	334,009	335,777	2,352	518,622	521,621	5,248	116,436	118,525	373	19,224	19,252	165	24,919	26,116	432	5
6	*Broadview	1,195,011	1,036,937	53,429	110,030	110,499	4,386	109,456	96,358	4,305	14,812	14,920	3	18,576	19,526	675	6
7	Bulyea	442,544	443,404	335	41,911	40,440	1,653	6,153	6,153	48	601	578	.....	3,946	3,946	.....	7
8	Colonsay	5,836,915	5,746,603	15,220	345,882	342,061	8,772	75,948	77,084	595	259,593	255,602	1,247	30,068	30,047	466	8
9	*Coronation	1,122,874	1,124,623	1,667	239,265	238,696	2,220	4,322	4,266	144	7,225	7,248	.....	17,326	17,221	195	9
10	Cutknife	1,320,757	1,319,878	2,524	245,748	233,011	3,637	10,141	10,339	.....	141	175	17	1,359	1,350	51	10
11	Cutknife-Whitford	315,637	315,046	2,317	95,567	81,501	4,722	4,146	3,189	1,015	1,095	1,122	.....	4,314	4,327	.....	11
12	*Empress	9,512,586	9,513,269	21,548	137,275	140,485	14,582	26,671	21,798	2,036	72,778	71,905	1,531	150,017	157,549	4,716	12
13	*Estevan	1,141,950	1,141,433	11,359	357,290	367,884	4,723	239,252	242,857	325	150,353	160,270	520	111,246	113,880	650	13
14	Expanse	1,716,124	1,714,107	21,343	36,767	36,789	347	11,384	11,369	99	32,869	33,006	241	18,897	20,315	.....	14
15	*Griffin	258,777	258,067	.....	103,261	103,295	.....	93,780	92,954	.....	32,682	32,930	.....	8,648	10,837	.....	15
16	*Hardisty	3,059,106	3,060,826	4,894	585,229	571,332	19,094	13,199	12,950	241	9,054	8,511	659	47,349	47,023	422	16
17	Indian Head	7,785,784	7,692,418	220,994	3,478,382	3,496,395	76,448	255,738	246,459	14,883	30,265	32,618	1,284	91,441	93,555	441	17
18	Kelfield	1,380,409	1,380,028	2,072	195,967	194,936	5,642	8,883	8,513	511	4,110	3,894	219	2,025	2,014	17	18
19	Kerrobert	6,718,898	6,718,693	14,068	372,833	371,544	10,542	22,176	21,945	933	179,355	180,544	3,044	51,361	57,507	78	19
20	Kisbey	3,655,398	3,647,522	16,297	1,095,923	1,093,681	13,144	189,765	189,106	1,804	259,612	259,695	125	86,903	89,692	405	20
21	Lanigan	8,026,209	7,891,604	173,049	812,029	790,432	40,716	160,481	163,115	1,170	182,047	171,310	3,538	95,576	101,352	1,672	21
22	Lender, S.E.	2,499,372	2,415,941	52,123	27,595	27,595	.....	5,550	5,550	.....	6,770	6,761	9	21,400	21,544	.....	22
23	Macklin	3,279,247	3,054,268	7,531	476,645	475,418	4,887	9,064	8,728	360	2,735	2,696	70	10,394	10,058	316	23
24	*Maple Creek	6,400,860	6,355,634	43,881	324,846	325,555	5,643	23,811	25,256	311	25,421	25,851	807	274,145	285,890	16,980	24
25	Milden-Empress	894,713	897,199	.....	34,182	34,432	.....	1,830	1,810	.....	20,538	20,526	12	5,126	5,153	.....	25
26	Naicam	809,258	811,970	576	360,324	357,463	6,184	32,174	33,418	180	6,299	6,369	6	1,850	1,640	210	26
27	Naicam-Melfort	401,038	400,020	3,811	12,005	11,783	256	18,500	18,470	436	39	34	5	10	.....	10	27
28	Neptune	752,503	747,139	11,222	50,881	50,767	2,061	16,399	17,127	438	79,594	79,342	279	23,414	23,377	533	28
29	*Neudorf	1,664,081	1,634,053	57,361	149,840	149,613	9,111	181,427	183,607	2,283	52,341	52,431	272	128,598	137,859	1,668	29
30	Notuken	1,217,485	1,227,648	4,782	4,558	1,742	3,370	.....	.....	.....	5,154	5,049	165	9,778	13,297	180	30
31	Outlook	8,177,766	8,158,809	33,460	322,670	322,637	3,412	106,454	107,324	248	161,379	162,600	275	132,060	140,722	121	31
32	Portal	5,208,372	5,160,914	63,887	802,005	802,307	29,054	77,517	78,049	326	256,876	256,148	2,898	39,799	40,229	100	32
33	Reford	1,745,431	1,750,350	1,653	116,096	114,800	2,221	2,837	2,622	215	2,687	2,692	235	10,260	10,230	31	33
34	*Reston	1,114,738	1,110,986	12,590	562,750	562,818	12,153	146,707	147,316	488	41,583	41,864	.....	28,869	28,543	298	34
35	Rosetown S.E.	998,183	950,229	48,049	15,745	12,198	3,547	.....	.....	.....	55,046	48,695	3,744	5,662	4,444	1,218	35
36	Shaunavon	12,081,914	12,077,980	70,238	200,709	193,437	10,367	13,116	12,260	945	114,628	115,122	2,245	49,928	49,329	995	36
37	Sutherland	5,922,191	5,801,496	217,768	1,342,667	1,203,177	210,457	99,779	82,771	20,701	86,928	85,554	1,611	10,283	11,324	8	37
38	Swift Current	6,258,436	6,251,729	23,262	278,083	265,801	20,753	64,694	63,030	2,931	56,187	54,259	779	174,141	181,495	814	38
39	Tuffnell-Prince Albert	27,765	27,720	107	61,874	61,813	155	4,603	4,816	.....	16	16	.....	.....	.....	.....	39
40	Vanguard	2,608,523	2,604,093	14,776	78,800	76,252	3,184	12,281	12,020	390	15,387	15,019	418	16,788	16,054	850	40
41	Weyburn	171,545	171,556	1,929	64,743	61,005	3,738	12,300	12,335	.....	14,483	14,824	12	547	916	.....	41
42	Wilkie	2,172,977	2,164,266	22,177	213,075	208,552	2,972	10,702	10,607	499	8,115	7,026	9	16,809	17,620	107	42
43	Wynyard	2,515,754	2,510,471	63,350	2,124,976	2,107,805	37,377	195,219	193,821	3,328	21,224	21,228	248	53,448	50,978	1,176	43
	Total C.P.R.	129,483,172	128,374,317	1,372,464	17,202,794	16,961,071	614,923	2,650,572	2,623,898	65,974	2,567,561	2,559,790	28,293	1,843,987	1,924,484	38,170	

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CANADA

TABLE No. 7.—Country Elevator Handlings in the Western Inspection Division—*Continued*

No.	Subdivision	Wheat			Oats			Barley			Flaxseed			Rye			No.
		Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	
	SASKATCHEWAN—*Concluded*	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	
	Canadian National Railways—																
1	Asquith	3,613,207	3,620,593	4,195	216,724	209,923	11,714	40,601	40,813	130	29,123	28,886	273	60,443	66,337	2,313	1
2	Assiniboine	147,040	145,630	632	259,534	259,559	.....	959	511	476	902	904	.....	4,985	4,854	.....	2
3	Avonlea	2,231,504	2,245,567	1,804	147,908	151,641	2,181	8,981	9,698	323	23,145	23,046	83	19,650	20,894	.....	3
4	Bengough	1,113,674	1,113,270	3,147	29,446	28,111	681	3,744	4,419	.....	104,176	104,446	780	4,376	5,904	1	4
5	Bienfait	64,163	65,023	.....	3,251	3,344	.....	4,196	4,197	.....	6,900	7,131	.....	.....	.....	.....	5
6	Big River	682,430	693,129	714	1,221	555	1,052	1,135	904	255	.....	.....	.....	4,007	3,851	156	6
7	*Blackfoot	2,418,776	2,516,952	16,181	1,264,751	1,250,583	30,893	57,610	54,958	5,315	2,299	2,257	.....	26,540	23,341	3,725	7
8	Blaine Lake	4,958,390	4,907,917	33,076	148,743	141,270	8,657	15,230	13,627	1,547	4	3	4	126,064	123,592	5,921	8
9	Boundary	3,367,206	3,380,997	2,574	435,000	436,442	992	58,816	60,000	82	155,275	155,592	.....	.....	.....	.....	9
10	Brooksby	1,398,247	1,377,772	24,557	47,936	41,440	8,196	48,489	49,707	610	3,007	3,004	3	.....	.....	.....	10
11	Carlton	1,619,685	1,614,594	2,285	86,526	85,488	1,352	83,112	82,900	853	.....	.....	.....	27,128	26,257	66	11
12	Carlyle	198,420	198,187	741	129,816	130,895	120	53,515	54,146	.....	12,403	12,691	.....	11,996	12,079	25	12
13	Conquest	4,073,408	4,079,771	5,269	137,581	145,173	1,989	35,469	37,459	371	58,764	54,423	396	109,006	109,508	1,188	13
14	Craik	8,253,476	8,269,938	12,998	844,018	838,372	12,783	149,236	147,970	6,288	186,665	182,406	1,841	91,063	90,486	2,784	14
15	Craven	131,585	131,585	.....	4,206	4,206	.....	188	188	.....	1,165	1,165	.....	110	110	.....	15
16	*Cromer	557,826	548,326	10,731	252,433	248,339	7,762	90,704	86,645	5,870	25,945	26,916	82	22,631	23,571	207	16
17	Cudworth	3,322,362	3,287,021	23,579	115,630	110,353	12,036	37,463	36,582	2,352	31,473	30,555	352	10,031	10,053	266	17
18	Cut Knife	690,885	690,238	644	28,068	27,421	657	1,712	1,714	.....	9	.....	9	6,390	6,391	.....	18
19	Dodsland	4,115,628	4,122,658	20,338	369,875	359,363	14,137	24,111	23,935	323	76,435	75,735	459	96,185	99,074	143	19
20	Duck Lake	1,286,249	1,284,738	3,497	31,115	30,249	138	27,809	27,859	.....	.....	.....	.....	17,115	17,601	19	20
21	Elrose	8,138,630	8,158,725	10,850	406,370	385,281	23,014	21,507	21,677	267	248,170	251,552	1,133	77,588	81,216	1,024	21
22	Glenavon	2,986,930	2,994,518	7,031	466,115	459,962	11,608	70,336	69,700	2,214	22,334	21,494	1,097	39,931	38,427	884	22
23	Gravelbourg	5,515,403	5,520,193	14,263	61,099	67,024	592	22,157	22,348	106	56,465	56,020	1,278	28,062	29,342	375	23
24	Lampman	1,189,874	1,191,337	3,445	369,089	362,157	4,792	141,690	143,015	2,549	57,868	58,411	46	37,666	39,129	151	24
25	Laugham	7,119,989	7,119,821	35,153	410,267	402,020	17,841	32,681	31,582	2,080	21,219	20,379	925	33,026	33,150	1,874	25
26	Margo	2,610,246	2,587,607	32,503	3,095,482	3,145,418	48,021	184,827	184,569	7,347	35,476	35,731	1,910	31,441	29,726	9,778	26
27	*Miniota	611,539	606,897	8,327	562,897	569,530	10,471	100,070	102,624	1,137	35,390	36,133	137	14,581	14,586	242	27
28	Mantario	802,475	805,938	.....	39,975	40,273	.....	2,600	2,600	.....	26,007	26,202	.....	2,269	2,295	.....	28
29	*Oyen	1,515,365	1,541,810	5,376	161,565	154,034	8,963	11,096	11,106	.....	52,864	55,709	584	21,407	20,206	591	29
30	Porter	380,097	381,127	591	49,214	52,372	693	4,277	3,402	875	.....	.....	.....	1,521	1,521	.....	30
31	*Preeceville	1,354,776	1,351,048	6,510	1,652,089	1,654,599	14,101	115,962	112,448	2,495	4,801	4,700	103	62,203	61,681	1,267	31
32	Qu'Appelle	1,203,714	1,197,294	10,353	494,123	498,466	5,451	42,270	42,943	935	9,850	9,221	669	48,737	51,148	.....	32
33	Rhein	140,316	140,353	345	1,026,077	1,028,835	8,687	58,436	59,300	567	1,038	1,146	33	32,620	32,859	.....	33
34	Riverhurst	4,053,090	4,062,484	11,138	210,260	214,850	4,795	41,617	40,800	1,311	55,345	55,565	208	110,556	115,321	121	34
35	Rosetown	7,254,408	7,237,877	19,237	383,454	437,487	12,493	33,028	29,971	3,063	191,684	190,732	2,582	102,515	106,297	1,912	35
36	St. Brieux	1,557,724	1,559,725	4,047	288,866	282,136	17,135	75,209	75,415	1,666	13,513	13,510	5	.....	.....	.....	36
37	Tisdale	4,686,792	4,664,691	66,249	185,656	185,091	14,245	208,482	217,758	4,986	8,387	8,167	821	8,053	7,182	930	37
38	*Togo	545,530	544,503	4,936	1,040,683	1,025,685	16,259	191,486	189,993	3,218	677	688	.....	27,345	27,936	127	38
39	*Tonkin	788,572	784,347	6,075	1,056,259	1,059,941	8,551	120,525	122,650	1,327	361	357	.....	13,419	13,851	.....	39
40	Touchwood	3,998,708	3,980,606	28,885	1,084,189	1,063,770	31,584	87,526	85,691	2,510	69,751	69,186	45	27,001	27,490	110	40
41	Turtleford	2,481,884	2,444,692	36,317	383,607	372,207	8,687	16,517	15,362	2,110	1,571	1,395	176	79,207	75,092	5,926	41
42	*Unity	1,975,338	1,983,651	4,925	269,306	263,713	7,916	3,554	3,760	.....	19,811	19,678	32	18,649	18,159	679	42
43	Yorkton	437,010	445,726	7,109	974,115	967,815	14,255	107,246	108,400	647	6,734	6,642	92	25,007	27,409	741	43
	Total C.N.R.	105,592,571	105,598,966	490,627	19,224,539	19,195,393	405,494	2,436,179	2,435,346	66,205	1,657,006	1,651,778	16,158	1,480,544	1,497,926	43,606	
	Grand Total, Saskatchewan	235,075,743	233,973,283	1,863,091	36,427,333	36,156,464	1,020,417	5,086,751	5,059,244	132,179	4,224,567	4,211,568	44,451	3,324,531	3,422,410	81,776	

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PUBLIC ARCHIVES
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CANADA

TABLE No. 7.—Country Elevator Handlings in the Western Inspection Division—*Concluded*

No.	Subdivision	Wheat			Oats			Barley			Flaxseed			Rye			No.
		Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	Receipts	Shipments	On hand	
	ALBERTA	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.	
	Canadian Pacific Railway—																
1	Alberta Central	316,463	312,110	6,865	708,043	704,405	11,701	62,334	58,202	4,527	...	...	...	2,606	1,693	922	1
2	Aldersyde	9,976,726	9,932,208	57,220	1,373,298	1,335,169	46,525	92,476	91,590	2,572	10,766	9,355	1,560	83,766	78,764	7,451	2
3	Bassano	1,809,316	1,806,673	5,946	47,085	43,546	9,722	2,470	1,865	614	11,667	11,785	496	84,014	84,193	2,272	3
4	Brooks	10,170,002	10,138,805	145,065	1,651,394	1,674,132	100,790	1,329,665	932,045	467,770	17,509	19,395	1,431	75,431	77,137	1,749	4
5	Cardston	3,481,512	3,457,525	30,129	29,237	31,601	1,905	2,337	2,073	388	...	169	67	5,636	5,860	1,928	5
6	*Coronation	3,303,826	3,295,738	10,175	249,576	234,731	19,596	6,470	6,028	546	10,657	10,611	48	184,350	180,666	5,991	6
7	Coutts	2,307,714	2,297,018	21,020	6,755	10,543	2,554	5,555	5,108	463	4,853	6,642	538	15,485	16,475	1,215	7
8	Crow's Nest	2,083,548	2,059,353	23,495	32,462	33,617	5,693	9,263	11,053	1,198	1,033	1,078	23	13,011	12,755	1,177	8
9	*Empress	404,660	403,616	1,046	4,633	4,565	68	...	...	...	25,335	25,335	...	7,375	7,395	...	9
10	Gleichen	1,630,635	1,631,320	2,087	574,335	561,215	17,870	58,463	57,075	1,401	1,801	1,801	...	1,101	988	830	10
11	*Hardisty	3,917,799	3,919,754	7,586	256,913	244,191	17,264	13,411	13,280	1,151	16,573	16,718	40	143,514	142,913	5,756	11
12	Irricana	4,231,372	5,227,651	10,176	221,738	235,269	19,592	61,751	61,380	5,722	13,423	14,165	1,617	33,728	33,275	1,909	12
13	Lacombe	1,509,859	1,463,792	42,955	802,671	744,879	64,981	145,101	136,831	9,162	...	...	...	8,684	10,290	808	13
14	Lacombe-Leduc	6,123,977	6,103,234	25,932	1,862,873	1,806,655	57,618	103,543	90,045	9,271	3,846	3,849	18	41,706	39,763	2,132	14
15	Langdon	2,896,866	2,891,787	20,680	918,558	863,224	48,338	96,006	90,379	4,726	2,815	2,648	178	1,068	1,190	747	15
16	Leduc	1,294,818	1,296,729	11,718	796,749	775,420	26,243	133,024	120,695	5,058	16	...	16	4,215	3,476	271	16
17	MacLeod	6,108,748	6,049,856	64,803	829,425	797,241	67,509	110,091	108,732	7,410	2,594	1,789	837	42,297	42,781	12,721	17
18	*Maple Creek	3,464,528	3,442,745	89,959	18,533	24,407	2,317	1,730	3,353	944	172,805	169,272	1,938	4,284	4,188	3,778	18
19	Raley	627,119	616,976	2,076	5,442	5,442	...	1,053	921	132	131	131	...	1,617	1,426	244	19
20	Red Deer	2,656,121	2,601,884	59,704	3,914,264	3,813,225	115,566	612,779	588,271	26,201	185	170	15	84,194	81,370	6,420	20
21	Stirling	1,926,839	1,907,978	24,122	35,136	31,535	7,143	115	126	...	11,278	11,158	689	17,565	16,643	1,559	21
22	Suffield	1,992,120	1,987,321	8,623	16,306	7,207	9,099	4,047	3,714	470	6,161	4,435	2,043	297,252	295,289	6,753	22
23	Taber	3,831,049	3,793,407	69,331	153,375	145,264	23,258	28,723	23,323	6,237	8,976	8,880	658	106,422	113,017	6,984	23
24	Wetaskiwin	4,857,713	4,831,334	36,236	2,393,862	2,267,962	138,537	140,593	126,978	12,609	1,949	1,633	532	16,241	14,619	2,223	24
	Total C.P.R.	80,923,330	81,468,814	777,589	16,902,613	16,395,445	813,889	3,021,000	2,533,067	568,572	324,373	320,919	12,744	1,275,562	1,266,166	75,840	
	Canadian National Railways—																
1	Alliance	2,533,139	2,478,938	11,602	1,066,830	1,070,799	25,765	54,921	53,284	1,130	984	519	465	14,055	13,831	1,224	1
2	Athabasca	750,899	746,308	8,426	917,643	904,215	20,634	268,012	259,879	7,755	...	...	...	1,971	1,967	4	2
3	Bashaw	1,292,651	1,287,311	6,164	895,633	884,849	12,569	100,254	97,873	1,278	1,340	1,340	...	21,697	21,040	656	3
4	*Blackfoot	1,493,284	1,471,324	21,756	853,577	815,516	29,480	29,927	27,385	3,026	20	20	...	14,071	13,521	626	4
5	Brazeau	507,645	509,710	649	388,178	373,036	18,480	23,569	23,217	937	...	...	...	864	905	29	5
6	Coronado	1,655,297	1,634,774	36,418	921,033	880,562	54,402	164,471	154,135	10,403	...	...	...	5,177	5,185	1,300	6
7	Drumheller	6,932,926	6,837,243	45,505	526,194	503,403	50,942	49,797	47,104	2,836	17,591	17,420	397	18,449	14,990	3,930	7
8	Edmonton	20,071	30,355	880	30,227	59,824	8,771	6,840	9,847	1,032	...	...	...	40	40	...	8
9	Haight	345,850	343,248	4,332	446,629	435,387	13,837	5,997	4,877	720	...	...	...	...	...	...	9
10	Lac Ste. Anne	167,739	172,104	334	191,105	192,705	...	57,039	57,055	...	...	...	...	...	...	...	10
11	*Oyen	5,483,502	5,441,287	56,975	235,225	215,770	21,470	6,054	6,022	118	15,865	15,691	139	54,846	52,327	4,030	11
12	Sangudo	102,815	101,455	1,635	121,524	117,491	4,119	10,628	10,332	996	...	...	...	1,103	1,287	...	12
13	Sheerness	1,217,829	1,194,757	4,833	8,093	5,735	2,598	451	...	451	7,024	6,731	500	22,452	21,401	1,030	13
14	Stettler	2,877,486	2,863,933	7,881	482,030	434,266	47,959	32,803	34,167	66	871	920	...	4,422	4,415	7	14
15	Strathcona	120,092	120,298	440	35,348	34,977	371	10,213	10,021	192	...	...	...	...	...	...	15
16	Three Hills	6,038,409	6,026,277	18,851	1,387,429	1,344,468	55,764	105,961	103,159	6,775	4,086	2,993	1,100	10,513	7,203	3,342	16
17	*Unity	1,822,596	1,817,273	7,513	326,336	309,324	18,082	12,345	10,750	1,935	51	48	3	129,298	127,022	3,042	17
18	Vegreville	5,738,724	5,677,391	68,480	2,623,188	2,541,753	118,401	434,684	414,931	27,059	402	409	...	24,425	21,764	468	18
19	Viking	1,840,662	1,821,624	24,688	1,204,104	1,190,886	21,354	77,331	75,535	3,370	...	...	...	13,573	13,440	193	19
20	Wabamun	448,847	446,409	3,836	215,437	214,135	7,038	266,801	264,842	3,814	...	...	...	...	...	...	20
	Total C.N.R.	41,390,463	41,022,019	331,198	12,875,763	12,529,101	532,036	1,718,098	1,664,415	73,893	48,234	46,091	2,604	336,956	320,338	19,881	
	Sundries—																
	Alberta Great Waterway	296,981	294,290	3,780	220,477	219,248	3,151	106,961	106,017	944	...	...	...	...	...	...	
	Canada Central	10,557	10,557	300	...	...	...	...	...	...	...	...	...	...	...	...	
	Edmonton, Dunvegan and B.C.	2,073,386	2,044,921	16,738	1,263,796	1,226,507	40,074	150,293	139,805	10,525	3,562	3,458	129	2,493	3,157	81	
	Lacombe and Northwestern Ry	567,465	564,987	4,690	185,590	176,694	15,900	73,697	70,014	3,208	...	...	...	4,058	4,339	431	
	Total ,Sundries	2,948,389	2,914,755	25,508	1,669,863	1,622,449	59,125	330,951	315,836	14,677	3,562	3,458	129	6,551	7,496	512	
	Grand Total, Alberta	125,262,182	125,405,588	1,134,295	31,448,239	30,546,995	1,405,050	5,070,049	4,513,318	657,142	376,169	370,468	15,477	1,619,069	1,594,000	96,233	
	BRITISH COLUMBIA																
	Canadian Pacific Railway—																
	Mountain	590,194	554,507	46,256	491,926	480,851	20,358	25,835	25,226	2,079	1,899	3,128	...	...	...	...	
	British Columbia Electric	92,096	90,138	9,549	110,663	105,595	...	11,484	11,400	...	...	...	...	...	...	...	
	Grand Total, B.C.	682,290	644,645	55,805	602,589	586,446	20,358	37,319	36,626	2,079	1,899	3,128	...	...	...	...	
	Total, Western Provinces	383,517,932	382,674,410	3,391,850	77,525,445	76,315,095	2,580,583	17,161,253	16,656,608	858,967	5,394,404	5,383,315	63,579	6,496,685	6,631,482	197,226	

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TABLE No. 8.—Number of Cars of Grain delivered by months, by Railways, to Public and Private Terminal Elevators, Fort William and Port Arthur and Vancouver, B.C., for the eleven months ended August 31, 1924, and twelve months ended August 31, 1924.

FORT WILLIAM AND PORT ARTHUR

	Month	Wheat C.P.R. No.	Wheat C.N.R. No.	OATS C.P.R. No.	OATS C.N.R. No.	BARLEY C.P.R. No.	BARLEY C.N.R. No.	FLAX C.P.R. No.	FLAX C.N.R. No.	RYE C.P.R. No.	RYE C.N.R. No.	OTHER GRAIN C.P.R. No.	OTHER GRAIN C.N.R. No.	TOTAL C.P.R. No.	TOTAL C.N.R. No.	
	1923															
1	September	13,122	8,709½	426	352	894½	1,067	68	54½	629½	387	76	49½	15,216	10,619½	1
2	October	28,164½	22,310½	1,176½	1,472	946½	916	539	291½	433	285	104	85	31,363½	25,360	2
3	November	30,495	23,579½	2,307½	2,684½	853	736½	683½	482½	401½	277	104	76½	34,844½	27,836½	3
4	December	19,968½	19,125	1,468	1,649½	604½	567	319	320	335	246	64½	55½	22,759½	21,963	4
	1924															
5	January	2,975	6,960½	264½	364	202½	208	55	81½	100½	98	24	28½	3,711½	7,740½	5
6	February	962	2,127½	449	239	217½	180	39	18½	48½	18	36	11½	1,752	2,594½	6
7	March	763	1,221½	1,346	335	364	73½	33	15	13	5	12½	8	2,531½	1,658	7
8	April	2,270½	2,707½	1,331½	585½	374½	337	92½	37½	240½	103½	37	25½	4,346½	3,796½	8
9	May	4,389	7,729½	982	2,187½	318½	627½	184½	214	227½	265	68	46	6,169½	11,069½	9
10	June	4,616	11,918½	1,513	2,778	157½	216	67½	101½	267½	204½	55½	35½	6,677	15,254	10
11	July	2,946½	7,406½	1,400½	2,437½	402	471	136½	118½	239	266	63½	56	5,188	10,755½	11
12	Total 11 mos. July 31	110,672	113,796	12,664½	15,084½	5,425	5,399½	2,217½	1,735	2,935½	2,155	645	477½	134,559½	138,647½	12
13	August, 1924	378	701	119½	298	61	106	21½	11	112½	76½	6	8½	698½	1,201	13
14	Total 12 mos. Aug. 31	111,050	114,497	12,784	15,382½	5,486	5,505½	2,239	1,746	3,048	2,231½	651	486	135,258	139,848½	14

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	1923															
15	September	128	10	3	10	...	...	...	...	...	...	...	...	131	20	15
16	October	1,632	564	18	1	...	...	...	...	1	...	...	...	1,651	565	16
17	November	1,209½	922	13	...	...	...	...	...	54½	4	...	...	1,277	926	17
18	December	2,723	2,056	1	1	...	...	...	...	21	1	...	...	2,745	2,058	18
	1924															
19	January	2,670	2,494	6	7	...	...	...	...	...	2	...	...	2,676	2,503	19
20	February	3,331	1,747	...	...	...	...	...	...	43	...	...	...	3,374	1,747	20
21	March	2,963	2,827	31	10	...	16	...	...	...	...	...	1	2,994	2,854	21
22	April	2,350	2,230	15	...	8	6	...	...	...	...	...	...	2,373	2,236	22
23	May	1,249½	2,597	82	31	...	...	...	...	80½	15	...	...	1,412	2,643	23
24	June	1,191	988½	6	49	10	...	...	...	3	...	...	...	1,210	1,037½	24
25	July	497	491	82	36	4	...	...	...	...	...	...	...	583	527	25
26	Total 11 mos. July 31, 1924	19,944	16,926½	257	145	22	22	...	...	203	22	...	1	20,426	17,116½	26
27	August, 1924	89	71½	1	16½	2	...	...	...	...	...	...	...	92	88	27
28	Total 12 mos. Aug. 31	20,033	16,998	258	161½	24	22	...	...	203	22	...	1	20,518	17,204½	28

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Table No. 9.—Movement of Wheat and other grains from Western Canadian Territory by Railways, by weeks, during crop year period 1923-24

Week ended	C.P.R.			C.N.R. & G.T.P.			Grand total
	Wheat	Other Grain	Total	Wheat	Other Grain	Total	
1923	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Sept. 7	4,276,060	976,633	5,252,693	3,068,000	984,000	4,052,000	9,304,693
14	11,012,783	1,285,396	12,298,179	8,497,000	1,168,000	9,665,000	21,963,179
21	16,324,076	1,559,954	17,884,030	13,014,000	1,733,000	14,747,000	32,631,030
30	16,929,695	1,836,032	18,765,727	10,681,000	1,520,000	12,201,000	30,966,727
Oct. 7	16,901,482	1,923,609	18,825,091	12,771,000	1,907,000	14,678,000	33,503,091
14	14,785,200	2,079,568	16,864,768	10,638,000	2,396,000	13,034,000	29,898,768
21	14,197,435	2,070,129	16,267,564	10,863,000	2,304,000	13,167,000	29,434,564
31	20,535,979	3,357,683	23,893,662	13,431,000	3,669,000	17,100,000	40,993,662
Nov. 7	13,300,647	2,309,988	15,610,635	9,434,000	2,660,000	12,094,000	27,704,635
14	12,090,781	2,121,860	14,212,641	7,613,000	2,189,000	9,802,000	24,014,641
21	11,168,113	1,859,072	13,027,185	7,954,000	1,904,000	9,858,000	22,885,185
30	12,337,534	2,420,115	14,757,649	8,821,000	2,224,000	11,045,000	25,802,649
Dec. 7	6,693,361	1,515,078	8,208,439	5,351,000	1,261,000	6,612,000	14,820,439
14	5,736,231	1,317,000	7,053,231	5,330,000	1,036,000	6,366,000	13,419,231
21	5,860,584	1,258,567	7,119,151	4,890,000	1,096,000	5,986,000	13,105,151
31	3,895,000	1,004,472	4,899,472	3,683,000	805,000	4,488,000	9,387,472
1924							
Jan. 7	925,387	306,502	1,231,889	1,596,000	417,000	2,013,000	3,244,889
14	2,103,122	827,794	2,930,916	2,218,000	694,000	2,912,000	5,842,916
21	1,774,038	676,931	2,450,969	1,448,000	463,000	1,911,000	4,361,969
31	2,378,870	1,235,592	3,614,462	2,568,000	987,000	3,555,000	7,169,462
Feb. 4	1,804,448	1,065,001	2,869,449	2,065,000	936,000	3,001,000	5,870,449
14	1,887,053	1,208,181	3,095,234	2,374,000	1,087,000	3,461,000	6,556,234
21	1,897,736	1,186,373	3,084,109	1,987,000	1,096,000	3,083,000	6,167,109
29	3,083,833	1,951,094	5,034,927	3,213,000	1,634,000	4,847,000	9,881,927
Mar. 7	2,116,486	1,415,629	3,532,115	2,186,000	890,000	3,076,000	6,608,115
14	2,081,874	1,250,000	3,331,874	2,024,000	1,070,000	3,094,000	6,425,874
21	1,835,578	996,509	2,832,087	1,680,000	753,000	2,433,000	5,265,087
31	1,759,010	1,195,559	2,954,569	1,831,000	1,176,000	3,007,000	5,961,569
April 7	1,156,384	585,763	1,742,147	823,000	463,000	1,286,000	3,028,147
14	836,806	506,878	1,343,684	714,000	448,000	1,162,000	2,505,684
21	636,747	442,278	1,079,025	722,000	636,000	1,358,000	2,437,025
30	735,974	664,264	1,400,238	967,000	948,000	1,915,000	3,315,238
May 7	506,964	330,528	837,492	459,000	400,000	859,000	1,696,492
14	601,910	283,843	885,753	491,000	389,000	880,000	1,765,753
21	647,483	333,341	980,824	531,000	355,000	886,000	1,866,824
31	1,119,400	628,633	1,748,033	1,273,000	662,000	1,935,000	3,683,033
June 7	993,501	591,438	1,584,939	1,376,000	691,000	2,067,000	3,651,939
14	1,043,410	836,585	1,879,995	1,612,000	970,000	2,582,000	4,461,995
21	935,085	929,080	1,864,165	1,721,000	1,324,000	3,045,000	4,909,165
30	1,026,931	993,837	2,020,768	1,609,000	1,278,000	2,887,000	4,907,768
July 7	636,994	566,808	1,203,802	853,000	738,000	1,591,000	2,794,802
14	646,322	459,677	1,105,999	649,000	597,000	1,246,000	2,351,999
21	527,957	362,547	890,504	395,000	424,000	819,000	1,709,504
31	623,964	343,562	967,526	251,000	358,000	609,000	1,576,526
Total, 11 mo.	222,368,228	51,069,383	273,437,611	175,675,000	50,740,000	226,415,000	499,852,611
Aug. 7	248,941	185,155	434,096	688,000	542,000	1,230,000	1,664,096
14	224,904	141,856	366,760	72,000	114,000	186,000	552,760
21	193,494	268,722	462,216	90,000	192,000	282,000	744,216
31	243,685	657,584	901,269	163,000	556,000	719,000	1,620,269
Total August	911,024	1,253,317	2,164,341	1,013,000	1,404,000	2,417,000	4,581,341
Grand Total (12 mo.)	223,279,252	52,322,700	275,601,952	176,688,000	52,144,000	288,832,000	504,433,952

INSPECTIONS

Table No. 10.—Grain Inspected by Grades in Canada during the 11 months of the Crop Year Period 1923-24, with recapitulation for Crop Year ended August 31.

Grades	No. of Cars Inspected	Per cent per Grade	Total Quantity Inspected Western Division	Total Quantity Inspected Eastern Division	Total Quantity Inspected
			Bush.	Bush.	Bush.
Wheat, Spring—					
Man. Hard No. 1	51	0·02	67,793	.....	67,793
Northern—					
No. 1 Northern	109,212	37·31	145,173,328	.....	145,173,328
No. 2	75,551	25·82	100,428,433	.....	100,428,433
No. 3	66,921	22·87	88,956,747	.....	88,956,747
Rejected	5,904	2·02	7,848,069	.....	7,848,069
Smutty	1,051	0·35	1,397,073	.....	1,397,073
No Grade	2,939	1·00	3,906,754	.....	3,906,754
Condemned	25	0·01	33,232	.....	33,232
Commercial Grades—					
No. 4	15,095	5·15	20,065,482	.....	20,065,482
No. 5	3,525	1·20	4,685,712	.....	4,685,712
No. 6	1,249	0·42	1,660,271	.....	1,660,271
Feed	1,759	0·60	2,338,204	.....	2,338,204
No established grade	137	0·05	182,111	.....	182,111
Wheat and Rag Weed	4		5,317	.....	5,317
Wheat and Rye	82		109,001	.....	109,001
Wheat and Oats	8		10,634	.....	10,634
Wheat and Barley	9	0·05	11,964	.....	11,964
Durum and Oats	1		1,329	.....	1,329
Durum and Rye	1		1,329	.....	1,329
Wheat and Barley, etc	1		1,329	.....	1,329
Wheat, Barley and Oats	1		1,329	.....	1,329
Durum and Spring, etc	1		1,329	.....	1,329
Wheat and W. Oats	25		33,232	.....	33,232
Durum and Barley, etc	1		1,329	.....	1,329
Wheat and W. Oats, etc	1		1,329	.....	1,329
No. 4 Special	3,443	1·18	4,576,711	.....	4,576,711
No. 5 "	1,959	0·67	2,604,060	.....	2,604,060
No. 6 "	1,689	0·57	2,245,154	.....	2,245,154
Spring—					
No. 1	14	.....	18,610	.....	18,610
No. 2	10	0·01	13,293	.....	13,293
Goose—					
No. 2	.....	.....	.....	1,056	1,056
Commercial grades—					
C. No. 1	.....	.....	.....	1,086	1,086
C. No. 2	.....	.....	.....	.....	.....
No. 1, Durum	28	0·01	37,220	.....	37,220
No. 2, Durum	415	0·14	551,651	.....	551,651
No. 3, Durum	1,024	0·35	1,361,183	.....	1,361,183
No. 4, Durum	142	0·05	188,758	.....	188,758
No. 5, Durum	13	0·01	17,281	.....	17,281
No. 6	3	.....	3,988	.....	3,988
Rejected	85	0·03	112,989	.....	112,989
Red Durum	23	0·02	30,573	.....	30,573
Durum and Spring	90	0·03	119,635	.....	119,635
Spring and Durum	124	0·05	164,831	.....	164,831
Durum and Barley	29	.....	38,549	.....	38,549
No Grade Durum	13	.....	17,281	.....	17,281
Condemned Durum	1	0·01	1,329	.....	1,329
Total Spring Wheat	292,659	100·00	389,025,756	2,142	389,027,898
Winter Wheat—					
Mixed Winter—					
No. 1	.....	.....	.....	.....	.....
No. 2	.....	.....	.....	76,309	76,309
No. 3	.....	.....	.....	15,084	15,084
No grade	.....	.....	.....	.....	.....
Rejected	.....	.....	.....	8,284	8,284
Commercial grades No. 1	.....	.....	.....	4,520	4,520
" No. 2	.....	.....	.....	.....	.....
Alberta Red Winter—					
No. 1	7	28·00	9,305	.....	9,305
No. 2	16	64·00	21,268	.....	21,268
No. 3	2	8·00	2,659	.....	2,659
White Winter—					
No. 1	.....	.....	.....	1,110	1,110
No. 2	.....	.....	.....	24,204	24,204
No. 3	.....	.....	.....	1,100	1,100

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TABLE No. 10.—Grain Inspected by Grades in Canada during the 11 months of the Crop Year Period 1923-24, &c.—*Continued*

Grades	No. of Cars Inspected	Per cent per Grade	Total Quantity Inspected Western Division	Total Quantity Inspected Eastern Division	Total Quantity Inspected Canada
			Bush.	Bush.	Bush.
Red Winter—					
No. 1				2,940	2,940
No. 2				122,976	122,976
No. 3				2,530	2,530
Rejected					
No. Grade					
Commercial grades No. 1				1,100	1,100
Total, Winter Wheat	25	100·00	33,232	260,157	293,389
Grand Total, Wheat	292,684		389,058,988	262,299	389,321,287
Oats—					
Ex. No. 1 C.W.	2	·01	4,145		4,145
No. 1 C.W.	197	·49	408,243		408,243
No. 2	13,589	33·93	28,160,485		28,160,485
No. 3	11,062	27·62	22,923,783		22,923,783
Extra No. 1 Feed	1,895	4·73	3,927,008		3,927,008
No. 1 Feed	6,425	16·05	13,314,528		13,314,528
No. 2 Feed	4,578	11·43	9,486,989		9,486,989
Rejected	1,040	2·59	2,155,192		2,155,192
No Grade	614	1·53	1,272,392		1,272,392
Condemned	6	·01	12,434		12,434
Mixed Grain	478	1·20	990,559		990,559
No. 2				37,650	37,650
No. 3				162,313	162,313
No. 4				133,728	133,728
Rejected				39,300	39,300
No Grade				86,000	86,000
Oats and Rye	4	·01	8,289		8,289
Oats and W. Oats	138	·35	285,977		285,977
Oats and Barley, etc.	2		4,145		4,145
Black Oats No. 2	1		2,072		2,072
Oats and Wheat	12	·05	24,868		24,868
Oats and Barley	3		6,217		6,217
Total, Oats	40,046	100·00	82,987,326	458,991	83,446,317
Buckwheat—					
No. 2				91,007	91,007
No. 3				9,427	9,427
No Grade				1,200	1,200
Total, Buckwheat	9		9.000	101,634	110,634
Barley—					
No. 3 extra	7	·05	10,139		10,139
No. 3	5,360	39·25	7,763,692		7,763,692
No. 4	3,751	27·46	5,433,136		5,433,136
Feed	2,061	15·09	2,985,254		2,985,254
Rejected	1,402	10·26	2,030,727		2,030,727
No Grade	878	6·43	1,271,739		1,271,739
Barley and Wheat, etc.	1	·01	1,448		1,448
Barley and Rye	2	·02	2,897		2,897
No. 1					
No. 2				3,250	3,250
No. 3 extra				26,516	26,516
No. 3				71,503	71,503
No. 4				10,820	10,820
No Grade					
Rejected					
Millet Seed					
Barley and Wild Oats	186	1·36	269,412		269,412
Barley and Wheat	6	·04	8,691		8,691
Smutty	3	·03	4,345		4,345
Total, Barley	13,657	100·00	19,781,480	112,089	19,893,569
Rye—					
No. 1 C.W.	68	1·27	88,829		88,829
No. 2	3,368	62·75	4,399,652	15,594	4,415,246
No. 3	670	12·48	875,228		875,228
Rejected	787	14·66	1,028,066		1,028,06
No Grade	328	6·11	428,470		428,470
Rye and Wheat	116	2·16	151,532		151,532
Rye and Oats	8	·15	10,451		10,451
Rye and Barley, etc	2	·04	2,613		2,613
Feed					
Rye, Wheat, etc.	1	·02	1,306		1,306
Rye, Barley	8	·15	10,450		10,450
Rye and White Oats	10	·19	13,063		13,063
Rye and Ragweed	1	·02	1,306		1,306
Total, Rye	5,367	100·00	7,010,966	15,594	7,026,560

TABLE No. 10.—Grain Inspected by Grades in Canada, during the 11 months of the Crop Year Period 1923-24 &c.—*Concluded*

Grades	No. of Cars Inspected	Per cent per Grade	Total Quantity Inspected Western Division	Total Quantity Inspected Eastern Division	Total Quantity Inspected Canada
			Bush.	Bush.	Bush.
Flaxseed—					
No. 1 N.W.C.	4,043	88·06	4,723,275		4,723,275
No. 2 C.W.	435	9·48	508,193		508,193
No. 3 C.W.	90	1·96	105,144		105,144
No Grade	7	·15	8,178		8,178
Rejected	16	·35	18,692		18,692
Condemned					
Total, Flaxseed	4,591	100·00	5,363,482		5,363.482
Peas—					
No. 2				24,365	24,365
No. 3				4,274	4,274
No Grade				1,200	1,200
Total, Peas				29,839	29,839
Corn—					
Can. Yellow, No. 3				5,641	5,641
Can. Yellow, No. 4				8,227	8,227
No. 2 Can. Corn Mixed				2,171	2,171
No. 4 Can. Corn Mixed				3,200	3,200
Total, Corn	7		7,000	19,239	26,239
Spelts	2		2,000		2,000
Screenings	342		342,000		342,000
Recapitulation, Canadian Grains—11 months—					
Wheat	292,684	82·06	389,058,988	262,299	389,321,287
Corn	7		7,000	19,239	26,239
Oats	40,046	11·24	82,987,326	458,991	83,446,317
Buckwheat	9		9,000	101,634	110,634
Barley	13,657	3·80	19,781,480	112,089	19,893,569
Rye	5,367	1·50	7,010,966	15,594	7,026,560
Flaxseed	4,591	1·30	5,363,482		5,363,482
Peas				29,839	29,839
Spelts	2		2,000		2,000
Screenings	342	·10	342,000		342,000
Grand total, All Grains	356,705	100·00	504,562,242	999,685	505,561,927
Recapitulation, Canadian Grains, August, 1924—					
Wheat	1,809	59·41	2,215,971	203,821	2,419,792
Corn				1,200	1,200
Oats	698	22·92	1,367,563	57,380	1,424,943
Buckwheat					
Barley	195	6·40	261,684	10,550	272,234
Rye	281	9·23	365,536	1,170	366,706
Flaxseed	23	·76	19,182		19,182
Peas				1,000	1,000
Screenings	15	·49	15,000		15,000
Mixed Grain	24	·79	24,000		24,000
Grand Total, All Grains	3,045	100·00	4,268,936	275,121	4,544,057
Recapitulation, Canadian Grains, 12 months—					
Wheat	294,493	81·86	391,274,959	466,120	391,741,079
Corn	7		7,000	20,439	27,439
Oats	40,744	11·33	84,354,889	516,371	84,871,260
Buckwheat	9		9,000	101,634	110,634
Barley	13,852	3·85	20,043,164	122,639	20,165,803
Rye	5,648	1·57	7,376,502	16,764	7,393,266
Flaxseed	4,614	1·28	5,382,664		5,382,664
Peas				30,839	30,839
Spelts	2		2,000		2,000
Screenings	357	·10	357,000		357,000
Mixed Grain	24	·01	24,000		24,000
Grand Total, All Grains	359,750	100·00	508,831,178	1,274,806	510,105,984

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Table No. 11.—Grain Inspected in Canada during the Crop Year Period 1923-24, with recapitulation for Crop Year ended August 31, by Inspection Centres

	—	Spring Wheat	Winter Wheat	Durum Wheat	Total Wheat	Oats	Barley	Flax	Rye	Corn	Buckwheat	Peas	Screenings	Spelts	Millet Seed	Total	
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
	11 Months—																
1	Calgary	33,582,930	13,293	6,646	33,602,869	6,693,529	1,693,238	14,019	305,676	4,000			39,000			42,352,331	1
2	Duluth	981,009		19,939	1,000,948	157,495	238,994	29,207	96,667							1,523,311	2
3	Moose Jaw	5,194,826		13,293	5,208,119	3,002,763	8,690	22,197	5,225				22,000	1,000		8,269,994	3
4	Saskatoon	4,695,017		2,658	4,697,675	2,783,099	112,979	19,860	31,352				2,000			7,646,965	4
5	Medicine Hat	3,788,448		2,659	3,791,107	111,904	14,484	172,903	1,306							4,091,704	5
6	Winnipeg	315,330,472	19,939	2,275,728	317,626,139	69,198,242	17,449,477	5,104,128	6,536,775		9,000		278,000	1,000		416,202,761	6
7	Vancouver	849,410			849,410	155,422	10,139		2,613							1,017,584	7
8	Edmonton	22,281,393		1,329	22,282,721	884,872	253,479	1,168	31,352	3,000			1,000			23,457,592	8
9	Total, W.I.D.	386,703,504	33,232	2,322,252	389,058,988	82,987,326	19,781,480	5,363,482	7,010,966	7,000	9,000		342,000	2,000		504,562,242	9
10	Toronto	9,302	251,597		260,899	116,338	27,886		15,594	19,239	89,954	29,839				559,749	10
11	Montreal		1,400		1,400	342,653	84,200				11,680					439,933	11
12	Total, E.I.D.	9,302	252,997		262,299	458,991	112,086		15,594	19,239	101,634	29,839				999,682	12
13	Total, Canada	386,712,806	286,229	2,322,252	389,321,287	83,446,317	19,893,566	5,363,482	7,026,560	26,239	110,634	29,839	342,000	2,000		505,561,924	13
	Month of August—																
14	Calgary	280,518			280,518	284,093	46,969		3,902						6,000	621,482	14
15	Duluth	4,899			4,899				6,504							11,403	15
16	Moose Jaw	46,549			46,549	21,552	1,342									69,443	16
17	Saskatoon	11,025			11,025	29,389	1,342									41,756	17
18	Medicine Hat	258,469		1,225	259,694	25,470	1,342		2,802						3,000	292,108	18
19	Winnipeg	1,507,939		11,024	1,518,963	924,770	205,321	19,182	352,528				15,000		14,000	3,049,764	19
20	Vancouver	39,199			39,199	31,348										70,547	20
21	Edmonton	55,124			55,124	50,941	5,368								1,000	112,433	21
22	Total, W.I.D.	2,203,722		12,249	2,215,971	1,367,563	261,684	19,182	365,536				15,000		24,000	4,268,936	22
23	Toronto		203,821		203,821	37,690	8,950		1,170	1,200		1,000				253,831	23
24	Montreal					19,690	1,600									21,290	24
25	Total, E.I.D.		203,821		203,821	57,380	10,550		1,170	1,200		1,000				275,121	25
26	Total, Canada	2,203,722	203,821	12,249	2,419,792	1,424,943	272,234	19,182	366,706	1,200		1,000	15,000		24,000	4,544,057	26
	Twelve months ended August, 1924—																
27	Calgary	33,863,448	13,293	6,646	33,883,387	6,977,622	1,740,207	14,019	309,578	4,000			39,000		6,000	42,973,813	27
28	Duluth	985,908		19,939	1,005,847	157,495	238,994	29,207	103,171							1,534,714	28
29	Moose Jaw	5,241,375		13,293	5,254,668	3,024,315	10,032	22,197	5,225				22,000	1,000		8,339,437	29
30	Saskatoon	4,706,042		2,658	4,708,700	2,812,488	114,321	19,860	31,352				2,000			7,688,721	30
31	Medicine Hat	4,046,917		3,884	4,050,801	137,374	15,826	172,903	3,908						3,000	4,383,812	31
32	Winnipeg	316,838,411	19,939	2,286,752	319,145,102	70,123,012	17,654,798	5,123,310	6,889,303		9,000		293,000	1,000	14,000	419,252,525	32
33	Vancouver	888,609			888,609	186,770	10,139		2,613							1,088,131	33
34	Edmonton	22,336,516		1,329	22,337,845	935,813	258,847	1,168	31,352	3,000			1,000		1,000	23,570,025	34
35	Total, W.I.D.	388,907,226	33,232	2,334,501	391,274,959	84,354,889	20,043,164	5,382,664	7,376,502	7,000	9,000		357,000	2,000	24,000	508,831,178	35
36	Toronto	9,302	455,418		464,720	154,028	36,836		16,764	20,439	89,954	30,839				813,580	36
37	Montreal		1,400		1,400	362,343	85,800				11,680					461,223	37
38	Total, E.I.D.	9,302	456,818		466,120	516,371	122,636		16,764	20,439	101,634	30,839				1,274,803	38
39	Total, Canada	388,916,528	490,050	2,334,501	391,741,079	84,871,260	20,165,800	5,382,664	7,393,266	27,439	110,634	30,839	357,000	2,000	24,000	510,105,981	39

United States Grain Inspected

Crop Year period 1923-24.

	Eleven months ended July, 1924—																
40	Montreal		12,746,564	3,716,437	16,463,001	12,604			8,943,252	860,323						26,279,180	40
41	Toronto									22,796						22,796	41
42	Total		12,746,564	3,716,437	16,463,001	12,604			8,943,252	883,119						26,301,976	42

United States Grain Inspected

Crop Year 1923-24.

	Twelve months ended August, 1924—																
43	Montreal		9,187,773	11,276,118	20,463,891	12,604			9,346,106	860,323						30,682,924	43
44	Toronto									23,796						23,796	44
45	Total		9,187,773	11,276,118	20,463,891	12,604			9,346,106	884,119						30,706,720	45

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TABLE No. 12.—Grain Inspected in the Western Grain Inspection Division during the Crop Year Period 1923-24 (Sept. 1st, 1923, to July 31st, 1924), with recapitulation for Crop Year ended August 31, by Provinces of origin and Railways.

—	Wheat	Oats	Barley	Flaxseed	Rye	Buck-wheat	Corn	Spelts	Screenings	Total
	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
Manitoba—										
C.P.R.	10,076	3,618	3,179	340	714	3	.....	.....	14	17,944
C.N.R.	10,271	2,216	3,353	386	529	6	.....	.....	2	16,763
G.N.R.	753	76	165	25	74	.....	.....	.....	.....	1,093
Total—Cars	21,100	5,910	6,697	751	1,317	9	.....	.....	16	35,800
Bushels	28,067,940	12,350,000	9,703,300	871,720	1,714,535	9,000	.....	.....	16,000	52,732,495
Saskatchewan—										
C.P.R.	90,828	7,689	2,012	2,141	1,481	.....	.....	2	237	104,390
C.N.R.	90,833	11,144	2,058	1,452	1,388	.....	.....	.....	49	106,924
Total—Cars	181,661	18,833	4,070	3,593	2,869	.....	.....	2	286	211,314
Bushels	241,486,000	38,877,430	5,892,350	4,207,400	3,718,500	.....	.....	2,000	286,000	294,469,680
Alberta—										
C.P.R	53,062	8,486	1,667	187	902	.....	4	.....	37	64,345
C.N.R.	36,804	6,783	1,223	60	279	.....	3	.....	3	45,155
Total—Cars	89,866	15,269	2,890	247	1,181	.....	7	.....	40	109,500
Bushels	121,104,750	31,795,650	4,207,000	292,350	1,570,900	.....	7,000	.....	40,000	159,017,650
British Columbia—										
C.P.R	22	32	.....	.....	.....	.....	.....	.....	.....	54
C.N.R.	35	2	.....	.....	.....	.....	.....	.....	.....	37
Total—Cars	57	34	.....	.....	.....	.....	.....	.....	.....	91
Bushels	74,450	72,370	.....	.....	.....	.....	.....	.....	.....	146,820

RECAPITULATION BY PROVINCES—11 months.

Manitoba	21,100	5,910	6,697	751	1,317	9	.....	.....	16	35,800
Saskatchewan	181,661	18,833	4,070	3,593	2,869	.....	.....	2	286	211,314
Alberta	89,866	15,269	2,890	247	1,181	.....	7	.....	40	109,500
British Columbia	57	34	.....	.....	.....	.....	.....	.....	.....	91
Grand total—Cars	292,684	40,046	13,657	4,591	5,367	9	7	2	342	356,705
Bushels	390,733,140	83,095,450	19,802,650	5,371,470	7,003,935	9,000	7,000	2,000	342,000	506,366,645

RECAPITULATION BY RAILWAYS—11 months

C.P.R...Cars	153,988	19,825	6,858	2,668	3,097	3	4	2	288	186,733
Bushels	220,267,500	42,360,000	10,264,000	3,208,800	4,220,300	3,000	4,000	2,000	288,000	280,617,600
C.N.R...Cars	137,943	20,145	6,634	1,898	2,196	6	3	.....	54	168,879
Bushels	169,425,750	40,580,000	9,287,200	2,133,800	2,690,100	6,000	3,000	.....	54,000	224,179,850
G.N.R...Cars	753	76	165	25	74	.....	.....	.....	.....	1,093
Bushels	1,039,890	155,450	251,450	28,870	93,535	.....	.....	.....	.....	1,569,195
Grand total—Cars	292,684	40,046	13,657	4,591	5,367	9	7	2	342	356,705
Bushels	390,733,140	83,095,450	19,802,650	5,371,470	7,003,935	9,000	7,000	2,000	342,000	506,366,645

AVERAGE BUSHELS PER CAR INSPECTED

C.P.R.	Wheat	1,430·42	Oats	2,138·5	Barley	1,496·65	Flaxseed	1,202·7	Rye	1,362·71
C.N.R.	"	1,228·23	"	2,016·14	"	1,399·94	"	1,124·24	"	1,224·99
All Railways	"	1335	"	2075	"	1450	"	1170	"	1305

RECAPITULATION BY PROVINCES—12 months

Manitoba	21,349	6,009	6,762	751	1,544	9	.....	.....	17	36,441
Saskatchewan	182,521	19,056	4,101	3,615	2,891	.....	.....	2	300	212,489
Alberta	90,565	15,668	2,989	248	1,213	.....	7	.....	40	110,730
British Columbia	58	35	.....	.....	.....	.....	.....	.....	.....	93
Grand total—Cars	294,493	40,768	13,852	4,614	5,648	9	7	2	357	359,750
Bushels	393,148,155	84,593,600	20,085,400	5,398,380	7,370,640	9,000	7,000	2,000	357,000	510,971,175

RECAPITULATION BY RAILWAYS—12 months

C.P.R...Cars	155,297	20,229	6,969	2,684	3,278	3	4	2	302	188,768
Bushels	222,087,740	43,220,125	10,429,580	3,227,900	4,465,060	3,000	4,000	2,000	302,000	283,741,405
C.N.R...Cars	138,439	20,463	6,718	1,905	2,291	6	3	.....	55	169,880
Bushels	170,015,185	41,218,025	9,404,370	2,141,601	2,805,520	6,000	3,000	.....	55,000	225,648,701
G.N.R...Cars	757	76	165	25	79	.....	.....	.....	.....	1,102
Bushels	1,045,230	155,450	251,450	28,870	100,060	.....	.....	.....	.....	1,581,060
Grand total—Cars	294,493	40,768	13,852	4,614	5,648	9	7	2	357	359,750
Bushels	393,148,155	84,593,600	20,085,400	5,398,380	7,370,640	9,000	7,000	2,000	357,000	510,971,175

TABLE No. 13.—Cars Inspected in the Western Grain Inspection Division during the Crop Year Period 1923-24 (September 1st, 1923, to July 31st, 1924) with recapitulation for Crop Year ended August 31 by Centres and Railways.

Inspected at	Spring Wheat	Winter Wheat	Durum Wheat	Total Wheat	Oats	Barley	Flaxseed	Rye	Buckwheat	Corn	Spelts	Screenings	Mixed Grain	Totals
Winnipeg—														
C.P.R.	121,365	15	1,278	122,658	14,948	5,879	2,492	2,861	3	....	1	228	....	149,070
C.N.R.	115,732	.....	556	116,288	18,444	6,168	1,877	2,143	6	....	....	50	....	144,976
Calgary—														
C.P.R.	24,720	10	5	24,735	3,067	943	8	233	....	4	....	37	....	29,027
C.N.R.	544	.....	.....	544	163	226	4	1	....	....	....	2	....	940
Duluth—														
G.N.R.	738	.....	15	753	76	165	25	74	....	....	....	....	....	1,093
Moose Jaw—														
C.P.R.	3,044	.....	3	3,047	1,291	3	17	1	....	....	1	822	....	4,382
C.N.R.	864	.....	7	871	158	3	2	3	....	....	....	....	....	1,037
Saskatoon—														
C.P.R.	495	.....	.....	495	336	13	2	.....	....	....	....	1	....	847
C.N.R.	3,037	.....	2	3,039	1,007	65	15	24	....	....	....	1	....	4,151
Medicine Hat—														
C.P.R.	2,849	.....	3	2,852	54	10	148	1	....	....	....	....	....	3,065
Vancouver—														
C.P.R.	23	.....	.....	23	32	.....	.....	.....	....	....	....	....	....	55
C.N.R.	616	.....	.....	616	43	7	.....	2	....	....	....	....	....	668
Edmonton—														
C.P.R.	178	.....	.....	178	97	10	1	1	....	....	....	....	....	287
C.N.R.	16,584	.....	1	16,585	330	165	.....	23	....	3	....	1	....	17,107
Totals	290,789	25	1,870	292,684	40,046	13,657	4,591	5,367	9	7	2	342	....	356,705

RECAPITULATION BY RAILROADS—11 months

C.P.R.	152,674	25	1,289	153,988	19,825	6,858	2,668	3,097	3	4	2	288	....	186,733
C.N.R.	137,377	.....	566	137,943	20,145	6,634	1,898	2,196	6	3	....	54	....	168,879
G.N.R.	738	.....	15	753	76	165	25	74	....	....	....	....	....	1,093
Totals.	290,789	25	1,870	292,684	40,046	13,657	4,591	5,367	9	7	2	342	....	356,705

RECAPITULATILN BY RAILROADS—12 months

C.P.R.	153,977	25	1,295	155,297	20,213	6,969	2,684	3,278	3	4	2	302	16	188,768
C.N.R.	137,872	.....	567	138,439	20,455	6,718	1,905	2,291	6	3	....	55	8	169,880
G.N.R.	742	.....	15	757	76	165	25	79	....	....	....	....	....	1,102
Totals	292,591	25	1,877	294,493	40,744	13,852	4,614	5,648	9	7	2	357	24	359,750

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TABLE No. 14.—Billing Destinations of Cars inspected in the Western Grain Inspection Division during the Crop Year Period 1923-24 (September 1, 1923, to July 31, 1924) with recapitulation for the Crop Year ended August 31

Inspected at	Railroad	Billed to	Wheat	Oats	Barley	Flaxseed	Rye	Buckwheat	Corn	Spelts	Screenings	Mixed Grain	Total	Grand Totals
			cars	cars	cars	cars	cars	cars	cars	cars	cars	cars	cars	cars
Winnipeg	C.P.R.	Winnipeg	14,398	3,8	38 713	136	31	2			18		19,136	
		Fort William-Port Arthur	108,144	10,039	5,106	2,343	2,827			1	104		128,564	
		Duluth, U.S.A.	3	1		2					1		7	
		Other U.S.A. Points	8	128	3	10		1			81		231	
		All Rail	105	942	57	1	3				24		1,132	149,070
	C.N.R.	Winnipeg	5,197	4,828	885	119	25	4			4		11,062	
		Fort William-Port Arthur	110,320	11,617	5,164	1,732	2,115	1			25		130,974	
		Duluth, U.S.A.	7	9		15					7		38	
		Other U.S.A. Points	38	173	12	10		1			10		244	
		All Rail	726	1,817	107	1	3				4		2,658	144,976
Calgary	C.P.R.	Calgary	12,308	812	584	1	37		4		23		13,769	
		Eastern Points	782	1,530	250	3	49				2		2,616	
		Western Points	11,644	712	108	1	147				12		12,624	
		Other U. S. A. Points	1	13	1	3							18	29,027
	C.N.R.	Calgary	512	146	218	4	1				2		883	
		Eastern Points	2	14	8								24	
		Western Points	30	3									33	940
Moose Jaw	C.P.R.	Moose Jaw	2,430	1,153		5				1	6		3,595	
		Eastern Points	598	136	3		1				1		739	
		Western Points		2		6					6		14	
		Duluth, U.S.A.	1										1	
		Other U.S.A. Points	18			6					9		33	4,382
	C.N.R.	Moose Jaw	792	155	1	1							949	
		Eastern Points	79	3	2	1	3						88	1,037
Saskatoon	C.P.R.	Saskatoon	323	169	11						1		504	
		Eastern Points	172	164	2	2							340	
		Western Points		2									2	
		Other U.S.A. Points		1									1	847
	C.N.R.	Saskatoon	1,121	262	28		5				1		1,416	
		Eastern Points	1,893	744	37	4	19				1		2,698	
		Western Points	25	1									26	
		Duluth, U.S.A.				1							1	
		Other U.S.A. Points				10							10	4,151
Medicine Hat	C.P.R.	Medicine Hat	2,852	54	10	148	1						3,065	3,065
Vancouver	C.P.R.	Vancouver	23	32									55	55
	C.N.R.	Vancouver	616	43	7		2						668	668
Edmonton	C.P.R.	Edmonton	178	97	10	1	1						287	287
	C.N.R.	Edmonton	295	73	132		6		3				509	
		Eastern Points	2	1	1								4	
		Western Points	16,288	256	32		17						16,593	
		Duluth, U.S.A.									1		1	17,107
Duluth	G.N.R.	Duluth, U.S.A.	753	76	165	25	74						1,093	1,093
Totals 11 mos. ending July 31, 1924			292,684	40,046	13,657	4,591	5,367	9	7	2	342		356,705	356,705
Totals August			1,809	698	195	23	281				15	24	3,045	3,045
Totals 12 mos. ending August 31, 1924			294,493	40,744	13,852	4,614	5,648	9	7	2	357	24	359,750	359,750

TABLE No. 15.—Average capacity of cars of different kinds of grain inspected in the Western Division for the Crop Years September 1 to August 31, 1916-17, to Crop Year Period 1923-4

Kind of Grain	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24 11 mos.	August, 1924
	Bush	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	1,200	1,150	1,225	1,225	1,250	1,275	1,300	1,329·2	1,224·9
Oats	2,050	1,950	1,950	1,950	2,000	2,000	2,000	2,072·3	1,959·2
Barley	1,350	1,300	1,300	1,350	1,400	1,400	1,475	1,448·4	1,341·9
Flax	1,150	1,150	1,100	1,100	1,075	1,100	1,125	1,168·2	834·0
Rye	1,000	1,000	1,000	1,150	1,250	1,275	1,350	1,306·3	1,300·8
Other Grains	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000·0	1,000·0

GOVERNMENT INTERIOR TERMINAL ELEVATOR STATEMENTS

TABLE No. 16.—Annual Handlings of Government Interior Terminal Elevators, with comparative figures, 1919-20 to Crop Year period 1923-24

ALL ELEVATORS

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts—							
1919-20	7,005,391	6,237,016	242,716	129,577	58,727	9,068	13,682,495
1920-21	5,961,597	7,562,237	149,714	20,244	35,876	1,175	13,730,843
1921-22	4,702,417	2,763,610	150,566	101,734	41,121	.....	7,759,448
1922-23	7,614,159	1,553,599	156,873	58,960	46,345	1,441	9,431,377
1923-24 (11 mos.)	7,272,189	4,026,194	428,792	43,726	159,515	.....	11,930,326

SASKATOON

Opened Oct. 12, 1914

Capacity 3,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Corn	Rye	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	2,696,892	2,374,854	22,181	63,866	.....	2,100	5,159,893	.....
1920-21	2,356,906	2,940,600	15,411	361	3,918	.....	5,317,286	302,770
1921-22	1,782,617	1,417,806	9,254	21,483	7,304	.....	3,238,464	211,600
1922-23	627,761	679,461	63,209	16,690	.....	5,908	1,393,029	238,150
On hand Sept. 1, 1923	4,980	29,188	348	130	.....	271	34,917	.....
Gross Receipts—								
Rail	2,891,500	1,930,860	58,363	19,550	.....	25,925	4,926,198	267,390
Total handlings	2,896,480	1,960,048	58,711	19,680	.....	26,196	4,961,115	.....
Gross Shipments—								
Rail	2,878,462	1,946,500	57,051	19,550	.....	26,112	4,927,675	267,390
In store July 31, 1924	17,809	15,626	1,663	130	.....	84	35,312	.....

MOOSE JAW

Opened Oct. 14, 1914

Capacity 3,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	1,892,262	942,829	16,412	62,046	15,690	.....	2,929,239	718,350
1920-21	2,959,128	1,098,019	6,160	18,395	15,512	.....	4,097,223	518,880
1921-22	1,002,307	311,568	8,724	79,761	31,697	.....	1,434,057	841,790
1922-23	658,658	343,695	38,310	41,285	12,567	1,441	1,095,956	286,620
On hand Sept. 1, 1923	6,554	56,284	72	1,332	6,027	.....	70,569	.....
Gross Receipts—								
Rail	1,169,599	944,027	9,418	19,081	6,227	.....	2,148,352	181,160
Total handlings	1,176,453	1,000,311	9,490	20,413	12,254	.....	2,218,921	181,160
Gross Shipments—								
Rail	1,043,563	475,075	9,418	19,090	11,925	.....	1,559,071	203,580
In store July 31, 1924	130,602	495,479	91	.....	229	.....	626,401	.....

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CANADA

TABLE No. 14.—Billing Destinations of Cars inspected in the Western Grain Inspection Division during the Crop Year Period 1923-24 (September 1, 1923, to July 31, 1924) with recapitulation for the Crop Year ended August 31

Inspected at	Railroad	Billed to	Wheat	Oats	Barley	Flaxseed	Rye	Buckwheat	Corn	Spelts	Screenings	Mixed Grain	Total	Grand Totals
			cars	cars	cars	cars	cars	cars	cars	cars	cars	cars	cars	cars
Winnipeg	C.P.R.	Winnipeg	14,398	3,8	38 713	136	31	2			18		19,136	
		Fort William-Port Arthur	108,144	10,039	5,106	2,343	2,827			1	104		128,564	
		Duluth, U.S.A.	3	1		2					1		7	
		Other U.S.A. Points	8	128	3	10		1			81		231	
		All Rail	105	942	57	1	3				24		1,132	149,070
	C.N.R.	Winnipeg	5,197	4,828	885	119	25	4			4		11,062	
		Fort William-Port Arthur	110,320	11,617	5,164	1,732	2,115	1			25		130,974	
		Duluth, U.S.A.	7	9		15					7		38	
		Other U.S.A. Points	38	173	12	10		1			10		244	
		All Rail	726	1,817	107	1	3				4		2,658	144,976
Calgary	C.P.R.	Calgary	12,308	812	584	1	37		4		23		13,769	
		Eastern Points	782	1,530	250	3	49				2		2,616	
		Western Points	11,644	712	108	1	147				12		12,624	
		Other U. S. A. Points	1	13	1	3							18	29,027
	C.N.R.	Calgary	512	146	218	4	1				2		883	
		Eastern Points	2	14	8								24	
		Western Points	30	3									33	940
Moose Jaw	C.P.R.	Moose Jaw	2,430	1,153		5				1	6		3,595	
		Eastern Points	598	136	3		1				1		739	
		Western Points		2		6					6		14	
		Duluth, U.S.A.	1										1	
		Other U.S.A. Points	18			6					9		33	4,382
	C.N.R.	Moose Jaw	792	155	1	1							949	
		Eastern Points	79	3	2	1	3						88	1,037
Saskatoon	C.P.R.	Saskatoon	323	169	11						1		504	
		Eastern Points	172	164	2	2							340	
		Western Points		2									2	
		Other U.S.A. Points		1									1	847
	C.N.R.	Saskatoon	1,121	262	28		5				1		1,416	
		Eastern Points	1,893	744	37	4	19				1		2,698	
		Western Points	25	1									26	
		Duluth, U.S.A.				1							1	
		Other U.S.A. Points				10							10	4,151
Medicine Hat	C.P.R.	Medicine Hat	2,852	54	10	148	1						3,065	3,065
Vancouver	C.P.R.	Vancouver	23	32									55	55
	C.N.R.	Vancouver	616	43	7		2						668	668
Edmonton	C.P.R.	Edmonton	178	97	10	1	1						287	287
	C.N.R.	Edmonton	295	73	132		6		3				509	
		Eastern Points	2	1	1								4	
		Western Points	16,288	256	32		17						16,593	
		Duluth, U.S.A.									1		1	17,107
Duluth	G.N.R.	Duluth, U.S.A.	753	76	165	25	74						1,093	1,093
Totals 11 mos. ending July 31, 1924			292,684	40,046	13,657	4,591	5,367	9	7	2	342		356,705	356,705
Totals August			1,809	698	195	23	281				15	24	3,045	3,045
Totals 12 mos. ending August 31, 1924			294,493	40,744	13,852	4,614	5,648	9	7	2	357	24	359,750	359,750

TABLE No. 15.—Average capacity of cars of different kinds of grain inspected in the Western Division for the Crop Years September 1 to August 31, 1916-17, to Crop Year Period 1923-4

Kind of Grain	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24 11 mos.	August, 1924
	Bush	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	1,200	1,150	1,225	1,225	1,250	1,275	1,300	1,329·2	1,224·9
Oats	2,050	1,950	1,950	1,950	2,000	2,000	2,000	2,072·3	1,959·2
Barley	1,350	1,300	1,300	1,350	1,400	1,400	1,475	1,448·4	1,341·9
Flax	1,150	1,150	1,100	1,100	1,075	1,100	1,125	1,168·2	834·0
Rye	1,000	1,000	1,000	1,150	1,250	1,275	1,350	1,306·3	1,300·8
Other Grains	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000·0	1,000·0

GOVERNMENT INTERIOR TERMINAL ELEVATOR STATEMENTS

TABLE No. 16.—Annual Handlings of Government Interior Terminal Elevators, with comparative figures, 1919-20 to Crop Year period 1923-24

ALL ELEVATORS

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts—							
1919-20	7,005,391	6,237,016	242,716	129,577	58,727	9,068	13,682,495
1920-21	5,961,597	7,562,237	149,714	20,244	35,876	1,175	13,730,843
1921-22	4,702,417	2,763,610	150,566	101,734	41,121		7,759,448
1922-23	7,614,159	1,553,599	156,873	58,960	46,345	1,441	9,431,377
1923-24 (11 mos.)	7,272,189	4,026,104	428,792	43,726	159,515		11,930,326

SASKATOON
Opened Oct. 12, 1914

Capacity 3,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Corn	Rye	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	2,696,892	2,374,854	22,181	63,866		2,100	5,159,893	
1920-21	2,356,996	2,946,600	15,411	361	3,918		5,317,286	302,770
1921-22	1,782,617	1,417,806	9,254	21,453	7,304		3,238,464	211,600
1922-23	627,761	679,461	63,209	16,690		5,908	1,393,029	238,150
On hand Sept. 1, 1923	4,980	29,188	848	130		271	34,917	
Gross Receipts—								
Rail	2,891,500	1,930,860	58,363	19,550		25,925	4,926,198	267,390
Total handlings	2,896,480	1,960,048	58,711	19,680		26,196	4,961,115	
Gross Shipments—								
Rail	2,878,462	1,946,500	57,051	19,550		26,112	4,927,675	267,390
In store July 31, 1924	17,809	15,626	1,663	130		84	35,312	

MOOSE JAW
Opened Oct. 14, 1914

Capacity 3,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	1,892,262	942,829	16,412	62,046	15,690		2,929,239	718,350
1920-21	2,959,128	1,098,019	6,160	18,395	15,512		4,097,223	518,880
1921-22	1,002,307	311,568	8,724	79,761	31,697		1,434,057	841,790
1922-23	658,658	343,695	38,310	41,285	12,567	1,441	1,095,956	286,620
On hand Sept. 1, 1923	6,854	56,284	72	1,332	6,027		70,569	
Gross Receipts—								
Rail	1,169,599	944,027	9,418	19,081	6,227		2,148,352	181,160
Total handlings	1,176,453	1,000,311	9,490	20,413	12,254		2,218,921	181,160
Gross Shipments—								
Rail	1,043,563	475,075	9,418	19,090	11,925		1,559,071	203,580
In store July 31, 1924	130,602	495,479	91		229		626,401	

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Table No. 14.—Billing Destinations of Cars inspected in the Western Grain Inspection Division during the Crop Year Period 1923-24 (September 1, 1923, to July 31, 1924) with recapitulation for the Crop Year ended August 31

Inspected at	Railroad	Billed to	Wheat	Oats	Barley	Flaxseed	Rye	Buckwheat	Corn	Spelts	Screenings	Mixed Grain	Total	Grand Totals
			cars	cars	cars	cars	cars	cars	cars	cars	cars	cars	cars	cars
Winnipeg	C.P.R.	Winnipeg	14,398	3,8	38 713	136	51	2			18		19,136	
		Fort William-Port Arthur	109,144	10,039	5,106	2,343	2,827			1	104		128,564	
		Duluth, U.S.A.	3	1		2					1		7	
		Other U.S.A. Points	8	128	3	10		1			81		231	
		All Rail	105	942	57	1	3				24		1,132	149,070
	C.N.R.	Winnipeg	5,197	4,828	885	119	25	4			4		11,062	
		Fort William-Port Arthur	110,320	11,617	5,164	1,732	2,115	1			25		130,974	
		Duluth, U.S.A.	7	9		15					7		38	
		Other U.S.A. Points	38	173	12	10		1			10		244	
		All Rail	726	1,817	107	1	3				4		2,658	144,976
Calgary	C.P.R.	Calgary	12,308	812	584	1	37		4		23		13,769	
		Eastern Points	782	1,530	250	3	49				2		2,616	
		Western Points	11,644	712	108	1	147				12		12,624	
		Other U. S. A. Points	1	13	1	3							18	29,027
	C.N.R.	Calgary	512	146	218	4	1				2		883	
		Eastern Points	2	14	8								24	
		Western Points	30	3									33	940
Moose Jaw	C.P.R.	Moose Jaw	2,430	1,153		5				1	6		3,595	
		Eastern Points	598	136	3		1				1		739	
		Western Points		2		6					6		14	
		Duluth, U.S.A.	1										1	
		Other U.S.A. Points	18			6					9		33	4,382
	C.N.R.	Moose Jaw	792	155	1	1							949	
		Eastern Points	79	3	2	1	3						88	1,037
Saskatoon	C.P.R.	Saskatoon	323	169	11						1		504	
		Eastern Points	172	164	2	2							340	
		Western Points		2									2	
		Other U.S.A. Points		1									1	847
	C.N.R.	Saskatoon	1,121	262	28		5				1		1,416	
		Eastern Points	1,893	744	37	4	19				1		2,698	
		Western Points	25	1									26	
		Duluth, U.S.A.				1							1	
		Other U.S.A. Points				10							10	4,151
Medicine Hat	C.P.R.	Medicine Hat	2,852	54	10	148	1						3,065	3,065
Vancouver	C.P.R.	Vancouver	23	32									55	55
	C.N.R.	Vancouver	616	43	7		2						668	668
Edmonton	C.P.R.	Edmonton	178	97	10	1	1						287	287
	C.N.R.	Edmonton	295	73	132		6		3				509	
		Eastern Points	2	1	1								4	
		Western Points	16,288	256	32		17						16,593	
		Duluth, U.S.A.									1		1	17,107
Duluth	G.N.R.	Duluth, U.S.A.	753	76	165	25	74						1,093	1,093
Totals 11 mos. ending July 31, 1924			292,684	40,046	13,657	4,591	5,367	9	7	2	342		356,705	356,705
Totals August			1,809	698	195	23	281				15	24	3,045	3,045
Totals 12 mos. ending August 31, 1924			294,493	40,744	13,852	4,614	5,648	9	7	2	357	24	359,750	359,750

Table No. 15.—Average capacity of cars of different kinds of grain inspected in the Western Division for the Crop Years September 1 to August 31, 1916-17, to Crop Year Period 1923-4

Kind of Grain	1916-17	1917-18	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24 11 mos.	August, 1924
	Bush	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	1,200	1,150	1,225	1,225	1,250	1,275	1,300	1,329·2	1,224·9
Oats	2,050	1,950	1,950	1,950	2,000	2,000	2,000	2,072·3	1,959·2
Barley	1,350	1,300	1,300	1,350	1,400	1,400	1,475	1,448·4	1,341·9
Flax	1,150	1,150	1,100	1,100	1,075	1,100	1,125	1,168·2	834·0
Rye	1,000	1,000	1,000	1,150	1,250	1,275	1,350	1,306·3	1,300·8
Other Grains	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000·0	1,000·0

GOVERNMENT INTERIOR TERMINAL ELEVATOR STATEMENTS

Table No. 16.—Annual Handlings of Government Interior Terminal Elevators, with comparative figures, 1919-20 to Crop Year period 1923-24

ALL ELEVATORS

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts—							
1919-20	7,005,391	6,237,016	242,716	129,577	58,727	9,068	13,682,495
1920-21	5,961,597	7,562,237	149,714	20,244	35,876	1,175	13,730,843
1921-22	4,702,417	2,763,610	150,566	101,734	41,121	.....	7,759,448
1922-23	7,614,159	1,553,599	156,873	58,960	46,345	1,441	9,431,377
1923-24 (11 mos.)	7,272,189	4,026,104	428,792	43,726	159,515	.....	11,930,326

SASKATOON
Opened Oct. 12, 1914

Capacity 3,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Corn	Rye	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	2,696,892	2,374,854	22,181	63,866	.....	2,100	5,159,893	.....
1920-21	2,356,996	2,940,600	15,411	361	3,918	.....	5,317,286	202,770
1921-22	1,782,417	1,417,806	9,254	21,483	7,304	.....	3,238,464	211,600
1922-23	627,761	679,461	63,299	16,690	.....	5,908	1,393,029	238,150
On hand Sept. 1, 1923	4,980	29,188	848	130	.....	271	34,917	.....
Gross Receipts—								
Rail	2,891,500	1,930,860	58,363	19,550	.....	25,925	4,926,198	267,390
Total handlings	2,896,480	1,960,048	58,711	19,680	.....	26,196	4,961,115	.....
Gross Shipments—								
Rail	2,878,462	1,946,500	57,051	19,550	.....	26,112	4,927,675	267,390
In store July 31, 1924	17,800	15,626	1,663	130	.....	84	35,312	.....

MOOSE JAW
Opened Oct. 14, 1914

Capacity 3,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	1,892,262	942,829	16,412	62,046	15,690	.....	2,929,239	718,350
1920-21	2,959,128	1,098,019	6,160	18,395	15,512	.....	4,097,223	518,880
1921-22	1,002,307	311,568	8,724	79,761	31,697	.....	1,434,057	841,790
1922-23	658,658	343,695	38,310	41,285	12,567	1,441	1,095,956	286,620
On hand Sept. 1, 1923	6,954	56,284	72	1,332	6,027	.....	70,569	.....
Gross Receipts—								
Rail	1,169,599	944,027	9,418	19,081	6,227	.....	2,148,352	181,160
Total handlings	1,176,453	1,000,311	9,490	20,413	12,204	.....	2,218,921	181,160
Gross Shipments—								
Rail	1,043,563	475,075	9,418	19,090	11,925	.....	1,559,071	203,580
In store July 31, 1924	130,602	495,479	91	.....	229	.....	626,401	.....

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CANADA

TABLE No. 16.—Annual Handlings of Government Interior Terminal Elevators, with comparative figures, 1919-20 to Crop Year period 1923-24—*Concluded*

CALGARY
Opened September 1, 1915

Capacity 2,500,000 bushels

Crop Year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Receipts—								
1919-20	2,416,237	2,946,333	204,123	3,665	43,037	6,968	5,620,363	1,294,114
1920-21	645,473	3,523,617	128,134	1,488	16,446	1,175	4,316,333	465,310
1921-22	1,917,493	1,034,236	132,588	490	2,120	.....	3,086,927	348,425
1922-23	6,327,740	530,443	55,354	985	27,870	.....	6,942,392	548,050
On hand Sept. 1, 1923	1,987	92,233	1,184	.....	2,442	.....	97,846	.....
Gross Receipts—								
Rail	3,211,090	1,151,217	361,011	5,095	127,363	.....	4,855,776	494,050
Total handlings	3,213,077	1,243,450	362,195	5,095	129,805	.....	4,953,622	.....
Gross Shipments—								
Rail	3,204,741	1,233,818	323,551	4,965	129,724	.....	4,896,799	558,450
In store, July 31, 1924	8,337	14,061	38,645	66	82	.....	61,191	.....

RECAPITULATION—ALL ELEVATORS

Capacity 9,500,000 bushels

Crop Year Sept. 1 to July 31	Wheat	Oats	Barley	Flax	Corn	Rye	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
On hand, Sept. 1, 1923	13,821	177,705	1,604	1,462	.....	8,740	203,332	.....
Gross Receipts—								
Rail	7,272,189	4,026,104	428,792	43,726	.....	159,515	11,930,326	942,600
Total handlings	7,286,010	4,203,809	430,396	45,188	.....	168,255	12,133,658	181,160
Gross Shipments—								
Rail	7,126,766	3,655,393	390,020	43,605	.....	167,761	11,383,545	1,029,420
In store, July 31, 1924	156,748	525,166	40,399	196	.....	395	722,904	.....

TABLE No. 17.—Dockage on cars unloaded at the Vancouver Harbour Commissioners' Public Terminal Elevator and the Canadain Government Interior Terminal Elevators for the Crop Year Period 1923-24 (September 1, 1923, to July 31, 1924.

Elevators at	Wheat		Oats		Barley		Flaxseed		Rye	
	No. of cars received	Net dockage	No. of cars received	Net dockage	No. of cars received	Net dockage	No. of cars received	Net dockage	No. of cars received	Net dockage
		Bush.		Bush.		Bush.		Bush.		Bush.
Vancouver	36,870½	785,112-50	402	180-00	44	50-20	.....	.....	225	2,964-12
Calgary	2,245	39,545-40	504½	372-32	216½	376-22	4	370-00	86½	1,206-04
Moose Jaw	780	27,506-00	424½	96-06	5	48-26	18	2,826-55	5	359-16
Saskatoon	2,263	80,979-50	899	33-00	39½	458-06	17½	2,118-55	22	1,621-54
Total	42,158½	933,144-20	2,230	682-04	305	933-26	39½	5,315-54	338½	6,151-30

Average Dockage per car Received—

Wheat	22·13 bushels or	1·55%
Oats	0·31 "	0·01%
Barley	3·06 "	0·19%
Flaxseed	134·58 "	10·78%
Rye	18·17 "	1·23%

NOTE.—The foregoing represents the Dockage after separations of other Grains were taken into account.

TABLE No. 18.—Monthly Receipts and Shipments of grain at Canadian Government Interior Terminal Elevators, by Elevators, during the Crop Year period 1923-24.

CALGARY

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Mixed Grain
	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net lbs.
Receipts—							
1923							
September	26,084	53	.....	.....	.....	26,137	.....
October	705,460	22,410	8,598	.....	9,467	745,935	3,070
November	228,040	69,651	13,488	.....	30,165	341,344	47,250
December	433,081	32,856	60,120	218	52,677	578,952	145,300
1924							
January	630,893	92,246	158,302	68	23,813	905,322	.....
February	900,096	319,711	103,494	4,630	7,749	1,335,680	2,200
March	185,097	365,136	7,372	.....	3,152	560,757	138,750
April	68,152	191,476	8,354	179	340	268,501	157,480
May	8,824	33,514	1,276	.....	.....	43,614	.....
June	14,903	22,093	.....	.....	.....	36,996	.....
July	10,460	2,071	7	.....	.....	12,538	.....
Total	3,211,090	1,151,217	361,011	5,095	127,363	4,855,776	494,050
Shipments—							
1923							
September	5,278	91,968	125	.....	.....	97,371	89,170
October	296,703	5,043	5,405	.....	3,690	310,841	.....
November	331,721	18,446	4,675	.....	2,460	357,302	.....
December	301,054	18,078	5,223	.....	23,564	347,919	.....
1924							
January	115,309	20,258	18,323	.....	61,239	215,129	96,550
February	224,657	40,844	3,518	4,630	.....	273,649	96,000
March	644,610	72,836	19,786	.....	12,841	750,073	2,200
April	653,214	68,460	9,137	.....	20,480	751,291	184,480
May	583,580	257,163	76,955	.....	4,679	922,377	.....
June	30,198	523,404	107,726	.....	771	662,099	.....
July	18,417	117,318	72,678	335	.....	208,748	90,050
Total	3,204,741	1,233,818	323,551	4,965	129,724	4,896,799	558,450

MOOSE JAW

Receipts—							
1923							
September	64,043	3,586	.....	131	.....	67,760	.....
October	75,996	13,095	1,274	.....	.....	90,365	.....
November	147,484	10,714	1,455	2,769	.....	162,422	.....
December	302,439	83,648	49	9,553	.....	395,689	72,580
1924							
January	193,603	178,534	3,490	2,351	.....	377,978	.....
February	123,525	266,357	.....	79	2,150	392,111	.....
March	198,961	344,963	3,150	1,008	3,084	551,166	91,110
April	50,395	23,329	.....	2,640	.....	76,364	.....
May	6,986	5,093	.....	550	.....	12,629	.....
June	5,036	13,232	.....	.....	993	19,261	17,970
July	1,131	1,476	.....	.....	.....	2,607	.....
Total	1,169,599	944,027	9,418	19,081	6,227	2,148,352	181,660
Shipments—							
1923							
September	21,493	23,319	.....	.....	5,358	50,170	.....
October	59,053	17,331	57	.....	340	76,781	.....
November	128,721	11,072	1,279	.....	.....	141,072	25,920
December	57,071	7,418	225	9,553	.....	74,267	.....
1924							
January	20,525	354	2,790	2,351	.....	26,020	1,240
February	28,562	4,085	.....	1,660	.....	34,307	.....
March	4,315	6,161	.....	1,008	.....	11,484	85,980
April	32,602	25,230	1,917	3,706	.....	63,455	67,340
May	434,018	137,896	1,885	467	5,233	579,499	.....
June	97,948	200,984	1,265	345	994	301,536	17,970
July	159,255	41,225	.....	.....	.....	200,480	5,130
Total	1,043,563	475,075	9,418	19,090	11,925	1,559,071	203,580

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TABLE No. 18.—Monthly Receipts and Shipments of grain at Canadian Government Interior Terminal Elevators during the Crop year period 1923-24—*Concluded*

SASKATOON

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Mixed Grain
	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net lbs.
Receipts—							
1923							
September	25,275	1,666	167	.....	.....	27,108	10,200
October	76,601	10,746	2,234	1,182	577	91,440	58,180
November	123,963	9,812	2,008	888	421	137,092	131,900
December	525,972	490,215	4,160	3,158	709	1,024,214	.....
1924							
January	742,652	524,946	8,589	3,734	4,276	1,284,197	61,660
February	961,768	588,445	30,612	1,323	14,911	1,597,059	5,450
March	390,864	281,293	3,877	2,475	2,143	680,652	.....
April	23,493	7,592	.....	6,347	.....	37,432	.....
May	15,898	1,877	5,401	.....	1,331	24,507	.....
June	4,701	4,250	.....	442	1,457	10,851	.....
July	313	10,018	1,315	.....	.....	11,646	.....
Total	2,891,500	1,930,860	58,363	19,550	25,925	4,926,198	267,390
Shipments—							
1923							
September	16,584	13,744	.....	.....	.....	30,328	.....
October	54,186	7,166	1,784	1,182	.....	64,318	.....
November	112,624	3,322	1,210	.....	.....	117,156	85,820
December	48,579	6,340	2,612	.....	.....	57,531	52,390
1924							
January	57,925	4,179	8,567	1,077	.....	71,748	.....
February	282,051	11,063	.....	2,460	.....	295,574	61,660
March	205,107	285,671	3,862	5,187	.....	499,827	.....
April	12,967	196,691	8,836	7,024	5,223	230,741	58,180
May	1,071,645	243,940	24,137	.....	5,775	1,345,497	3,890
June	983,456	1,143,565	5,401	2,620	14,594	2,149,636	5,450
July	33,338	30,819	642	.....	520	65,319	.....
Total	2,878,462	1,946,500	57,051	19,550	26,112	4,927,675	267,390

TABLE No. 19.—Monthly Receipts and Shipments at Government Interior Terminal Elevators, Crop Year period 1923-24

Receipts	Wheat	Oats	Barley	Flax	Rye	Total Grain	Mixed Grain
	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Lbs.
1923							
September	115,402	5,305	167	131	.....	121,005	10,200
October	858,057	46,251	12,106	1,182	10,144	927,740	61,250
November	499,487	90,177	16,951	3,657	30,586	640,858	179,150
December	1,261,492	606,719	64,329	12,929	53,386	1,998,855	217,880
1924							
January	1,567,148	795,726	170,381	6,153	28,089	2,567,497	61,660
February	1,985,389	1,174,513	134,106	6,032	24,810	3,324,850	7,650
March	774,922	991,392	14,399	3,483	8,379	1,792,575	229,860
April	142,040	222,397	8,354	9,166	340	382,297	157,480
May	31,708	40,484	6,677	550	1,331	80,750	.....
June	24,640	39,575	.....	443	2,450	67,108	17,970
July	11,904	13,565	1,322	.....	.....	26,791	.....
Total	7,272,189	4,026,104	428,792	43,726	159,515	11,930,326	943,100
Shipments—Rail							
1923							
September	43,355	129,031	125	.....	5,358	177,869	89,170
October	409,942	29,540	7,246	1,182	4,030	451,940	.....
November	573,066	32,840	7,164	.....	2,460	615,530	111,740
December	406,704	31,836	8,060	9,553	23,564	479,717	52,390
1924							
January	193,759	24,791	29,680	3,428	61,239	312,897	97,790
February	535,270	55,992	3,518	8,750	.....	603,530	157,660
March	854,032	364,668	23,648	6,195	12,841	1,261,384	88,180
April	698,783	290,381	19,890	10,730	25,703	1,045,487	310,000
May	2,089,243	638,999	102,977	467	15,687	2,847,373	3,890
June	1,111,602	1,867,953	114,392	2,965	16,359	3,113,271	23,420
July	211,010	189,362	73,320	335	520	474,547	95,180
Total	7,126,766	3,655,393	390,020	43,605	167,761	11,383,545	1,029,420

VANCOUVER, B.C.

TABLE No. 20.—Annual Handlings of the Harbour Commissioners' Elevator, Vancouver, B.C., with comparative figures, 1918-19 to Crop Year period 1923-24

VANCOUVER. (Licensed as a Public Terminal)
Opened November 30, 1916

Capacity 1,850,000 bushels

Crop year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	lbs.
Receipts—								
1918-19	*502,256	366,815	12,539	219	1,642	.....	883,471	.....
1919-20	45,020	172,609	31,854	.....	.....	2,912	252,395	102,390
1920-21	681,343	340,752	13,990	28,821	.....	3,552	1,068,458	.....
1921-22	6,583,574	30,690	1,823	.....	.....	.....	6,616,087	172,780
1922-23	16,871,231	15,825	5,203	.....	316,495	.....	17,208,754	103,520
On hand Sept. 1, 1923	115,065	4,194	.....	.....	.....	.....	119,259	.....
Gross Receipts—								
Rail	52,002,559	880,929	69,818	.....	333,645	.....	53,286,951	59,670
Total handlings	52,117,624	885,123	69,818	.....	333,645	.....	53,406,210	.....
Gross Shipments—								
Ocean	51,434,109	739,939	62,953	.....	328,863	.....	52,565,864	.....
Rail	38,913	14,926	1,217	.....	.....	.....	55,056	57,110
Total Shipments	51,473,022	754,865	64,170	.....	328,863	.....	52,620,920	57,110
In store July 31, 1924	595,741	71,309	5,647	.....	4,782	.....	677,479	.....

*Includes Australian Wheat.

TABLE No. 21.—Ocean Grain Shipments from Vancouver, B.C., by elevators, Crop Year period 1923-24 (September 1, to July 31)

	Bushels
Wheat—	
Via Harbour Commissioners' elevator	51,434,109
Via Vancouver Milling & Grain Co. elevator	34,449
Sacked wheat from Canadian Government Interior Terminal elevator, Calgary	651,781
Total	52,120,339
Oats—	
Via Harbour Commissioners' elevator	739,939
Via Vancouver Milling and Grain Co. elevator	262,966
Total	1,002,905
Barley—	
Via Harbour Commissioners' elevator	62,953
Rye—	
Via Harbour Commissioners' elevator	328,863

DESTINATIONS OF EXPORT GRAIN

—	Wheat	Oats	Barley	Rye	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
United Kingdom	37,926,645	653,753	62,953	268,747	38,912,098
Europe	1,919,314	.....	.....	60,116	1,979,430
Orient	11,361,021	60,000	.....	.....	11,421,021
South America	241,783	.....	.....	.....	241,783
New Zealand	.....	289,152	.....	.....	289,152
Meixco	19,795	.....	.....	.....	19,795
Unknown (sacked, probably to the Orient)	651,781	.....	.....	.....	651,781
Total	52,120,339	1,002,905	62,953	328,863	53,515,060

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TABLE No. 22.—Vancouver Harbour Commissioners' Elevator, Crop Year period 1923-24

DISTRIBUTION OF OCEAN SHIPMENTS BY COUNTRIES AND GRADES

—	United Kingdom	Europe	Orient	South America	New Zealand	Mexico	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—							
1 Hard	3,242						3,242
1 Northern	17,941,359	814,896	5,250,956	236,813			24,244,024
2 Northern	9,306,709	691,942	3,550,715	4,970		19,795	13,574,131
3 Northern	7,334,057	289,200	2,025,114				9,648,371
No. 4	2,149,639	77,770	429,747				2,657,156
No. 5	617,263	45,506	66,666				729,435
No. 6	302,263						302,263
Rejected	10,080						10,080
Smutty	77,503		3,374				80,877
No Grade	71,034						71,034
Sample	89,266						89,266
2 Durum	224						224
Decklow	14,446						14,446
Barton	2,655						2,655
B.C. Spring	2,968						2,968
2 A. R. W	3,937						3,937
Total	37,926,645	1,919,314	11,326,572	241,783		19,795	51,434,109
Oats—							
2 C.W	601,543		60,000		54,421		715,964
3 C.W	3,897						3,897
Sample	18,118						18,118
No Grade	1,960						1,960
Total	625,518		60,000		54,421		739,939
Barley—							
4 C. W	18,209						18,209
Sample	44,744						44,744
Total	62,953						62,953
Rye—							
2 C. W	262,649	58,987					321,636
3 C. W	5,056						5,056
Rejected	1,042	1,129					2,171
Total	268,747	60,116					328,863

DISTRIBUTION OF RAIL SHIPMENTS

—	Wheat	Oats	Barley	Rye	Total	Mixed Grain	Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Lbs.
Canadian Seaboard (Western)	38,913	14,855	1,217		54,985	57,110	9,312,040
Canadian Domestic (Western)							8,016,890
United States Seaboard (Western)		71			71		7,564,710
United States Domestic							733,260
Total, Rail	38,913	14,926	1,217		55,056	57,110	25,626,900
Total, Ocean and Rail	51,473,022	754,865	64,170	328,863	52,620,920		

TABLE No. 23.—Monthly Receipts and Shipments of each kind of grain at the Vancouver Commissioners' Elevator, Crop Year period 1923-24

—	Wheat Net bush.	Oats Net bush.	Barley Net bush.	Rye Net bush.	Total Net Bush.	Mixed Grain Net lbs.
Receipts—						
1923						
September	215,955	21,100			237,055	
October	3,233,144	41,553		1,666	3,276,363	
November	3,037,404	30,418		87,941	3,155,763	2,560
December	6,760,432	5,075		32,210	6,797,717	
1924						
January	7,266,090	32,379		2,856	7,301,325	
February	7,321,747	459		64,165	7,386,371	
March	8,091,781	92,514	25,298		8,209,593	57,110
April	6,471,409	35,858	20,988		6,528,255	
May	5,236,965	251,616		140,548	5,629,129	
June	3,056,105	114,670	17,884	4,259	3,192,918	
July	1,311,527	255,287	5,648		1,572,462	
Total	52,002,559	880,929	69,818	333,645	53,286,951	59,670

TABLE No. 23.—Monthly Receipts and Shipments of each kind of grain at the Vancouver Harbour Commissioners' Elevator, Crop Year period 1923-24

—	Wheat	Oats	Barley	Rye	Total	Mixed Grain
	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net lbs.
Shipments—Ocean						
1923						
September	72,922	15,044			87,966	
October	2,585,285	29,165			2,614,450	
November	2,574,023	47,925		80,000	2,701,948	
December	6,698,058			40,000	6,738,058	
1924						
January	7,675,155	26,374			7,701,529	
February	7,869,696			66,014	7,935,710	
March	6,887,643	92,632	23,333		7,003,608	
April	6,578,122	97,797	21,411		6,697,330	
May	5,654,280	16,176		141,158	5,811,614	
June	3,631,499	211,657	18,209		3,861,365	
July	1,207,426	203,169		1,691	1,412,286	
Total	51,434,109	739,939	62,953	328,863	52,565,864	
Shipments—Rail						
1923						
September	6,039	4,194			10,233	
October	5,617	23			5,640	
November	3,067	92			3,159	
December	1,056				1,056	
1924						
January	4,168	2,486			6,654	
February	4,546	533			5,079	
March	1,348	71			1,419	
April	3,122	501			3,623	
May	3,280				3,280	
June	3,690	985			4,675	
July	2,980	6,041	1,217		10,238	57,110
Total	38,913	14,926	1,217		55,056	57,110
Grand Total	51,473,022	754,865	64,170	328,863	52,620,920	57,110

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PUBLIC TERMINAL ELEVATOR STATEMENTS

Table No. 24.—Grain received at Public Terminal Elevators during the last five crop years, 1919-20 to Crop Year period 1923-24

Crop year Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
1919-20	73,610,030	21,697,210	6,503,290	1,653,528	1,126,750	262,710	104,863,528	17,890,048
1920-21	93,229,650	34,645,953	8,567,129	4,234,733	2,599,744	29,905	143,307,114	15,666,586
1921-22	102,045,742	25,120,493	8,272,192	1,900,157	4,621,948	55,556	142,016,118	14,800,927
1922-23	137,873,297	16,856,331	12,237,243	2,097,086	10,059,076	59,962	179,182,935	36,064,706
1923-24 (11 mos.)	139,296,628	29,543,680	10,305,939	3,866,243	5,593,738	49,814	188,656,042	36,986,190

Table No. 25.—Monthly Receipts and Shipments at the Public Terminal Elevators, Fort William–Port Arthur, during the Crop Year period 1923-24 (eleven months)

Receipts		Wheat	Oats	Barley	Flaxseed	Rye	Corn	Total	Mixed Grain
		Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net lbs.
1923									
September		13,157,048	747,969	1,591,880	101,129	1,072,930	4,422	16,675,378	5,158,440
October		34,461,675	2,903,905	2,032,041	836,807	826,108	7,785	41,068,321	8,048,765
November		33,932,682	5,010,782	1,565,000	1,164,010	790,286	4,161	42,466,921	7,748,200
December		23,498,134	3,171,457	1,180,840	620,462	673,312	6,261	29,150,466	4,310,150
1924									
January		7,041,264	654,591	571,215	134,857	245,600	4,549	8,652,076	1,255,580
February		2,135,000	719,773	354,201	45,301	76,324	4,296	3,334,895	380,360
March		830,048	2,564,276	548,099	44,982	17,623	3,033	4,008,061	499,050
April		2,892,914	2,036,929	681,635	122,722	414,323	3,889	6,152,412	2,006,830
May		5,787,808	2,345,191	675,254	408,763	533,428	3,032	9,753,476	2,696,635
June		9,112,743	4,775,684	308,120	154,306	477,069	1,726	14,829,648	1,603,440
July		6,447,312	4,613,123	797,654	232,904	466,735	6,660	12,564,388	3,278,740
Grand Total		139,296,628	29,543,680	10,305,939	3,866,243	5,593,738	49,814	188,656,042	36,986,190
Shipments—									
1923									
September	Lake	7,997,617	317,708	919,119	93,695	961,610	.....	10,289,749	1,076,555
	Rail	197,710	52,147	13,494	8,884	.....	4,422	276,657	60,000
October	Lake	23,996,821	1,917,297	1,909,412	402,283	192,618	.....	28,418,431	1,904,210
	Rail	381,747	116,292	15,660	2,558	7,072	7,785	531,114	667,150
November	Lake	34,876,639	3,850,258	2,024,238	1,115,324	1,697,842	.....	43,564,301	7,592,309
	Rail	369,568	82,123	14,640	6,975	2,144	2,589	478,039	699,790
December	Lake	15,203,405	2,153,020	700,470	554,195	293,328	.....	18,904,418	1,396,878
	Rail	361,452	413,228	306,379	66,039	4,381	7,833	1,159,312	1,693,213
1924									
January	Lake	.....	.....	.....	.....	.....	.....	.....	.....
	Rail	494,044	414,853	792,848	56,827	8,428	4,550	1,771,550	1,228,707
February	Lake	.....	.....	.....	.....	.....	.....	.....	.....
	Rail	563,142	196,634	175,532	77,233	1,177	4,296	1,018,014	281,100
March	Lake	.....	.....	.....	.....	.....	.....	.....	.....
	Rail	381,283	71,588	85,537	48,916	89	3,033	590,446	15,200
April	Lake	13,140,805	2,734,813	528,774	287,688	106,360	.....	16,798,440	698,517
	Rail	267,155	74,105	2,013	29,542	.....	3,889	376,704	55,090
May	Lake	18,369,886	5,146,311	1,376,005	525,980	1,073,122	.....	26,491,304	4,263,188
	Rail	250,888	38,498	20	.....	7,002	3,032	299,440	.....
June	Lake	6,467,427	2,753,238	677,047	154,789	182,462	.....	10,234,963	620,968
	Rail	208,744	51,383	2,500	.....	4,510	1,725	268,862	16,540
July	Lake	5,920,742	4,902,690	513,023	275,577	330,253	.....	11,942,285	752,030
	Rail	181,108	37,060	1,022	.....	13,714	6,660	239,564	28,630
Totals	Lake	125,973,342	23,775,335	8,648,088	3,409,531	4,837,595	.....	166,643,891	18,304,655
	Rail	3,656,841	1,547,911	1,409,645	296,974	48,517	49,814	7,009,702	4,745,420
Grand Total		129,630,183	25,323,246	10,057,733	3,706,505	4,886,112	49,814	173,653,593	23,050,075

Table No. 26.—Total Receipts and Shipments, Public Terminal Elevators, Fort William–Port Arthur, by grains and elevators, during the Crop Year period 1923-24 (September 1, 1923, to July 31, 1924)

	Receipts from the West			Transfers			Total Receipts		
	No. of Cars	Net Bushels	Shrinkage	No. of Cars	Net Bushels	Shrinkage	No. of Cars	Net Bushels	Shrinkage
			Bush.			Bush.			Bush.
Wheat—									
Can. Pac. Ry. Co. "A. & C"	4	5,195	.....	.....	.....	.....	4	5,195	.....
Consolidated	10,078½	14,608,764	337,529	.....	.....	.....	10,078½	14,608,764	337,529
United Grain Growers "B & E"	8,664½	11,876,167	317,343	1	1,231	.....	8,665½	11,877,398	317,343
G. T. Pacific Term. Elev. Co.	16,927½	20,548,509	676,293	102	120,270	462	17,029½	20,668,779	676,755
Northland	24,324	33,592,900	717,707	624½	906,052	359	24,948½	34,498,952	718,066
Northwestern	7	7,199	197	22	27,033	.....	29	34,232	197
Ogilvie's	7,910½	10,989,366	267,481	367	520,740	1,179	8,277½	11,510,106	268,660
Canadian Government	5,008	6,186,311	231,160	97	118,965	463	5,105	6,305,276	231,623
Port Arthur Elevator Co.	2,645	3,175,873	125,350	748	944,589	307	3,393	4,120,462	125,657
Sask. Co-op. No. 1	14,985	20,840,646	557,504	177	236,584	.....	15,162	21,077,230	557,504
Sask. Co-op. No. 3	14,199	17,465,698	551,270	52	63,568	576	14,251	17,529,266	551,846
Total	104,753	139,296,628	3,781,834	2,190½	2,039,032	3,346	106,943½	142,235,660	3,785,180
Oats—									
Can. Pac. Rly. Co. "A & C"	991	2,134,672	.....	.....	.....	.....	991	2,134,672	.....
Consolidated	1,070½	2,375,917	4,979	.....	.....	.....	1,070½	2,375,917	4,979
United Grain Growers "B & E"	2,426	5,066,269	1,118	1	2,600	.....	2,427	5,068,869	1,118
G.T. Pacific Term. Elev. Co.	1,223½	2,467,836	8,131	2	3,990	.....	1,225½	2,471,826	8,131
Northland	2,763½	5,881,309	1,522	16	32,660	.....	2,779½	5,913,969	1,522
Northwestern	4	7,900	.....	.....	.....	.....	4	7,900	.....
Ogilvie's	866½	1,771,470	191	14	28,442	.....	880½	1,799,912	191
Canadian Government	841½	1,797,323	8,862	12	24,701	.....	853½	1,822,024	8,862
Port Arthur Elevator Co.	1,666½	3,375,832	223	71	134,164	.....	1,737½	3,509,997	223
Sask. Co-op. No. 1	1,233½	2,559,298	3,745	1	2,309	.....	1,234½	2,561,607	3,745
Sask. Co.-op. No. 3	1,058½	2,105,853	5,061	.....	.....	.....	1,058½	2,105,853	5,061
Total	14,145	29,543,680	33,832	117	228,866	.....	14,262	29,772,546	33,832
Barley—									
Can. Pac. Rly. Co. "A & C"	328	502,817	4,754	.....	.....	.....	328	502,817	4,754
Consolidated	402	622,650	5,149	.....	.....	.....	402	622,650	5,149
United Grain Growers "B & E"	1,086	1,576,519	15,639	.....	.....	.....	1,086	1,576,519	15,639
G.T. Pacific Term. Elevator Co.	735½	1,030,520	10,263	20	31,587	.....	755½	1,062,107	10,263
Northland	1,530	2,267,205	21,034	29	45,487	22	1,559	2,312,692	21,056
Northwestern	2	2,360	.....	.....	.....	.....	2	2,360	.....
Ogilvie's	619	932,794	9,356	35	55,636	89	654	988,430	9,445
Canadian Government	1,539	2,203,267	35,125	48	69,793	.....	1,587	2,273,060	35,125
Port Arthur Elevator Co.	7½	10,215	49	49	75,526	.....	56½	85,741	49
Sask. Co-op. No. 1	364	519,434	4,022	1	1,325	.....	365	520,759	4,022
Sask. Co-op. No. 3	459	638,158	7,472	.....	.....	.....	459	638,158	7,472
Total	7,072	10,305,939	112,863	182	279,354	111	7,254	10,585,293	112,974
Flaxseed—									
Consolidated	340	412,580	51,517	.....	.....	.....	340	412,580	51,517
G.T. Pacific Term. Elev. Co.	420	461,803	65,186	.....	.....	.....	420	461,803	65,186
Northland	.....	89	.....	.....	.....	.....	.....	89	.....
Canadian Government	1,542	1,780,948	214,307	4	3,522	67	1,546	1,784,470	214,374
Port Arthur Elevator Co.	.....	27	.....	.....	.....	.....	.....	27	.....
Sask. Co-op. No. 1	614	747,871	98,841	.....	156	3	614	748,027	98,844
Sask. Co-op. No. 3	397½	462,925	65,360	.....	36	8	397½	462,961	65,368
Total	3,313½	3,866,243	495,211	4	3,714	78	3,317½	3,869,957	495,289
Rye—									
Consolidated	292½	415,031	7,782	.....	.....	.....	292½	415,031	7,782
United Grain Growers "B & E"	393½	516,496	13,269	.....	.....	.....	393½	516,496	13,269
G.T. Pacific Term. Elev. Co.	464½	565,955	17,597	.....	.....	.....	464½	565,955	17,597
Northland	1,222	1,646,459	36,274	4	5,674	12	1,226	1,652,133	36,286
Northwestern	4	4,897	60	.....	.....	.....	4	4,897	60
Ogilvie	120½	168,344	3,596	6	8,159	268	126½	176,503	3,864
Canadian Government	1,050	1,306,410	37,848	6	6,794	223	1,056	1,313,204	38,071
Sask. Co-op. No. 1	430½	568,843	15,117	1	759	8	431½	569,602	15,125
" No. 3	324	401,303	12,490	.....	.....	.....	324	401,303	12,490
Total	4,301½	5,593,738	144,033	17	21,386	511	4,318½	5,615,124	144,544
Corn—									
Ogilvie's	34	49,814	.....	.....	.....	.....	34	49,814	.....

* For dockage, see Table No. 28, page 66.

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PUBLIC ARCHIVES
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CANADA

TABLE No. 26.—Total Receipts and Shipments, Public Terminal Elevators, Fort William and Port Arthur—*Continued*

3. Receipts of Rye, Corn, Spelts and Mixed Grain	Receipts from the West			Transfers			Total Receipts		
	No. of Cars	Net Bushels	Shrinkage	No. of Cars	Net Bushels	Shrinkage	No. of Cars	Net Bushels	Shrinkage
		Lbs.	Lbs.		Lbs.	Lbs.		Lbs.	Lbs.
Spelts—									
Canadian Government	1	47,980	460				1	47,980	460
Mixed Grain—									
Can. Pac. Rly. Co. "A & C"	3	243,550					3	243,550	
Consolidated	18	1,654,080	12,490				18	1,654,080	12,490
United Grain Growers "B & E"	25½	1,949,870	12,180				25½	1,949,870	12,180
G.T. Pacific Term. Elev. Co.	44½	3,444,570	36,010				44½	3,444,570	36,010
Northland	149½	10,135,980	88,370	1	95,410		150½	10,231,390	88,370
Ogilvie's	6	520,450					6	520,450	
Canadian Government	161	12,051,870	144,690	1	115,240		162	12,167,110	144,690
Port Arthur Elev. Co.	1	88,480					1	88,480	
Sask. Co-op. No. 1	45	3,969,060	81,090				45	3,969,060	81,090
" No. 3	37½	2,928,280	46,050				37½	2,928,280	46,050
Total	491	36,986,190	420,880	2	210,650		493	37,196,840	420,880

—	*Shipments by Vessel		Shipments by Rail		Transfers		Total Shipments	
	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage
		Bush.		Bush.		Bush.		Bush.
Wheat—								
Can. Pac. Rly. Co. "A & C"	2,414				2,657		5,071	
Consolidated	13,644,296	7,300	79,901		502,751		14,226,848	7,300
United Grain Growers' "B & E"	10,867,950		101,068		619,150	15	11,588,168	15
G.T. Pacific Term. Elev. Co.	17,559,202	10,287	102,090		839,775	2,313	18,501,067	12,600
Northland	30,818,334	16,279	104,480	31	1,413,942	30	32,336,856	16,340
Northwestern	59,264						59,264	
Ogilvie's	8,163,011		11,135		493,251		11,363,783	
		Milled:	2,696,386					
Canadian Government	5,456,336	5,149	133,248	1,199	512,065	12	6,101,649	6,360
Port Arthur Elev. Co.	3,881,285		17,900		92,531		3,991,716	
Sask. Co-op. No. 1	18,978,830	110	257,401		630,079		19,866,310	110
" No. 3	16,542,420	275	153,232		614,049		17,309,701	275
Total	125,973,342	39,400	3,656,841	1,230	5,720,250	2,370	135,350,433	43,000
Oats—								
Can. Pac. Rly. Co. "A & C"	2,102,617				29,463		2,132,080	
Consolidated	1,773,937		53,567		15,482		1,842,986	
United Grain Growers' "B & E"	4,210,617		197,542		41,581		4,449,740	
G.T. Pacific Term. Elev. Co.	1,970,244		57,649		69,994		2,097,887	
Northland	4,457,743		139,468		127,818		4,725,029	
Ogilvie's	1,114,709		15,560		9,437		1,634,042	
		Milled:	494,336					
Canadian Government	1,453,140		230,767		56,300		1,740,207	
Port Arthur Elev. Co.	2,994,624		64,708		121,065		3,180,397	
Sask. Co-op. No. 1	1,987,228		139,547		29,186		2,155,961	
" No. 3	1,710,476		154,767		91,766		1,957,009	
Total	23,775,335		1,547,911		592,092		25,915,338	
Barley—								
Can. Pac. Rly. Co. "A & C"	492,800				8,544		501,344	
Consolidated	429,812		116,587		4,972		551,371	
United Grain Growers' "B & E"	1,382,233		100,281				1,482,514	
G.T. Pacific Term. Elev. Co.	878,884		92,585				971,469	
Northland	1,776,474		439,289		13,189		2,228,952	
Northwestern	15,463						15,463	
Ogilvie's	768,344		132,957		9,567		967,849	
		Milled:	56,981					
Canadian Government	1,927,510		293,459		3,119		2,224,088	
Port Arthur Elev. Co.	76,490		1,375				77,865	
Sask. Co-op. No. 1	368,153		72,219		2,505		442,877	
" No. 3	531,925		103,912		180		636,017	
Total	8,648,088		1,409,645		42,076		10,099,809	

*For dockage see Table No. 29, pages 66 and 67.

TABLE No. 26.—Total Receipts and Shipments, Public Terminal Elevators, Fort William and Port Arthur—*Concluded*

—	*Shipments by Vessel		Shipments by Rail		Transfers		Total Shipments	
	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage
		Bush.		Bush.		Bush.		Bush.
Flaxseed—								
Consolidated	370,451	7,020	34,212	696			404,663	7,716
G. T. Pacific Term. Elev. Co.	393,158	6,125	44,059	736			437,217	6,861
Canadian Government	1,689,341	61,859	57,080	1,360	10		1,746,431	63,219
Port Arthur								
Sask. Co-op. No. 1	597,891	9,893	88,680	1,283			686,571	11,176
" No. 3	358,690	7,561	79,943	1,492			431,633	9,053
Total	3,409,531	92,458	296,974	5,567	10		3,706,515	98,025
Rye—								
Consolidated	375,415	706	1,178				376,593	706
United Grain Growers' "B & E"	386,874	200	3,929				390,803	200
G.T. Pacific Term. Elev. Co.	490,348	1,973	8,417	12			498,765	1,985
Northland	1,499,720	1,059	3,071				1,502,791	1,059
Northwestern	25,981						25,981	
Ogilvies	257,317						257,406	
		Milled:	89					
Canadian Government	1,154,088	565	8,141		224		1,162,453	565
Sask. Co-op. No. 1	399,038		4,504				403,542	
" No. 3	248,814	341	19,188				268,002	341
Total	4,837,595	4,844	48,517	12	224		4,886,336	4,856
Corn—								
Ogilvies		Milled:	49,814				49,814	
Spelts—	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
United Grain Growers' "B & E"			19,700				19,700	
Northland					25,100		25,100	
Canadian Government			32,600				32,600	
Total			52,300		25,100		77,400	
Mixed Grain—								
Can. Pac. Rly. Co. "A & C"	157,850				85,700		243,550	
Consolidated	658,020	660	58,930		856,750		1,573,700	660
United Grain Growers' "B & E"	775,970		152,300		717,582		1,645,852	
G.T. Pacific Term. Elev. Co.	1,752,265		762,000		1,137,545	1,620	3,651,810	1,620
Northland	5,596,404		530,428		3,267,607		9,394,439	
Ogilvies		Milled:	549,560				549,560	
Canadian Government	6,700,628		1,861,010		3,013,102		11,574,740	
Port Arthur Elev. Co.			2,720		80,410		83,130	
Sask. Co-op. No. 1	1,083,988		478,402		784,907		2,347,297	
" No. 3	1,579,530		350,070		672,828		2,602,428	
Total	18,304,655	660	4,745,420		10,616,431	1,620	33,666,506	2,280

*For Dockage see Table No. 29, page 67.

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TABLE No. 26.—Total Receipts and Shipments, Public Terminal Elevators, Fort William and Port Arthur—*Continued*

3. Receipts of Rye, Corn, Spelts and Mixed Grain	Receipts from the West			Transfers			Total Receipts		
	No. of Cars	Net Bushels	Shrinkage	No. of Cars	Net Bushels	Shrinkage	No. of Cars	Net Bushels	Shrinkage
		Lbs.	Lbs.		Lbs.	Lbs.		Lbs.	Lbs.
Spelts—									
Canadian Government	1	47,980	460				1	47,980	460
Mixed Grain—									
Can. Pac. Rly. Co. "A & C"	3	243,550					3	243,550	
Consolidated	18	1,654,080	12,490				18	1,654,080	12,490
United Grain Growers "B & E"	25½	1,949,870	12,180				25½	1,949,870	12,180
G.T. Pacific Term. Elev. Co.	44½	3,444,570	36,010				44½	3,444,570	36,010
Northland	149½	10,135,980	88,370	1	95,410		150½	10,231,390	88,370
Ogilvie's	6	520,450					6	520,450	
Canadian Government	161	12,051,870	144,690	1	115,240		162	12,167,110	144,690
Port Arthur Elev. Co.	1	88,480					1	88,480	
Sask. Co-op. No. 1	45	3,969,060	81,090				45	3,969,060	81,090
" No. 3	37½	2,928,280	46,050				37½	2,928,280	46,050
Total	491	36,986,190	420,880	2	210,650		493	37,196,840	420,880

—	*Shipments by Vessel		Shipments by Rail		Transfers		Total Shipments	
	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage
		Bush.		Bush.		Bush.		Bush.
Wheat—								
Can. Pac. Rly. Co. "A & C"	2,414				2,657		5,071	
Consolidated	13,644,296	7,300	79,901		502,751		14,226,848	7,300
United Grain Growers' "B & E"	10,867,950		101,068		619,150	15	11,588,168	15
G.T. Pacific Term. Elev. Co.	17,559,202	10,287	102,090		839,775	2,313	18,501,067	12,600
Northland	20,818,334	16,279	104,480	31	1,413,942	30	32,336,856	16,340
Northwestern	59,264						59,264	
Ogilvie's	8,163,011		11,135		493,251		11,363,783	
		Milled:	2,696,386					
Canadian Government	5,456,336	5,149	133,248	1,199	512,065	12	6,101,649	6,360
Port Arthur Elev. Co.	3,881,285		17,900		92,531		3,991,716	
Sask. Co-op. No. 1	18,978,830	110	257,401		630,079		19,866,310	110
" No. 3	16,542,420	275	153,232		614,049		17,309,701	275
Total	125,973,342	39,400	3,656,841	1,230	5,720,250	2,370	135,350,433	43,000
Oats—								
Can. Pac. Rly. Co. "A & C"	2,102,617				29,463		2,132,080	
Consolidated	1,773,937		53,567		15,482		1,842,986	
United Grain Growers' "B & E"	4,210,617		197,542		41,581		4,449,740	
G.T. Pacific Term. Elev. Co.	1,970,244		57,649		69,994		2,097,887	
Northland	4,457,743		139,468		127,818		4,725,029	
Ogilvie's	1,114,709		15,560		9,437		1,634,042	
		Milled:	494,336					
Canadian Government	1,453,140		230,767		56,300		1,740,207	
Port Arthur Elev. Co.	2,994,624		64,708		121,065		3,180,397	
Sask. Co-op. No. 1	1,987,228		139,547		29,186		2,155,961	
" No. 3	1,710,476		154,767		91,766		1,957,009	
Total	23,775,335		1,547,911		592,092		25,915,338	
Barley—								
Can. Pac. Rly. Co. "A & C"	492,800				8,544		501,344	
Consolidated	429,812		116,587		4,972		551,371	
United Grain Growers' "B & E"	1,382,233		100,281				1,482,514	
G.T. Pacific Term. Elev. Co.	878,884		92,585				971,469	
Northland	1,776,474		439,289		13,189		2,228,952	
Northwestern	15,463						15,463	
Ogilvie's	768,344		132,957		9,567		967,849	
		Milled:	56,981					
Canadian Government	1,927,510		293,459		3,119		2,224,088	
Port Arthur Elev. Co.	76,490		1,375				77,865	
Sask. Co-op. No. 1	368,153		72,219		2,505		442,877	
" No. 3	531,925		103,912		180		636,017	
Total	8,648,088		1,409,645		42,076		10,099,809	

*For dockage see Table No. 29, pages 66 and 67.

TABLE No. 26.—Total Receipts and Shipments, Public Terminal Elevators, Fort William and Port Arthur—*Concluded*

—	*Shipments by Vessel		Shipments by Rail		Transfers		Total Shipments	
	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage	Net Bushels	Shrinkage
		Bush.		Bush.		Bush.		Bush.
Flaxseed—								
Consolidated	370,451	7,020	34,212	696			404,663	7,716
G. T. Pacific Term. Elev. Co.	393,158	6,125	44,059	736			437,217	6,861
Canadian Government	1,689,341	61,859	57,080	1,360	10		1,746,431	63,219
Port Arthur								
Sask. Co-op. No. 1	597,891	9,893	88,680	1,283			686,571	11,176
" No. 3	358,690	7,561	79,943	1,492			431,633	9,053
Total	3,409,531	92,458	296,974	5,567	10		3,706,515	98,025
Rye—								
Consolidated	375,415	706	1,178				376,593	706
United Grain Growers' "B & E"	386,874	200	3,929				390,803	200
G.T. Pacific Term. Elev. Co.	490,348	1,973	8,417	12			498,765	1,985
Northland	1,499,720	1,059	3,071				1,502,791	1,059
Northwestern	25,981						25,981	
Ogilvies	257,317						257,406	
		Milled:	89					
Canadian Government	1,154,088	565	8,141		224		1,162,453	565
Sask. Co-op. No. 1	399,038		4,504				403,542	
" No. 3	248,814	341	19,188				268,002	341
Total	4,837,595	4,844	48,517	12	224		4,886,336	4,856
Corn—								
Ogilvies		Milled:	49,814				49,814	
Spelts—	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
United Grain Growers' "B & E"			19,700				19,700	
Northland					25,100		25,100	
Canadian Government			32,600				32,600	
Total			52,300		25,100		77,400	
Mixed Grain—								
Can. Pac. Rly. Co. "A & C"	157,850				85,700		243,550	
Consolidated	658,020	660	58,930		856,750		1,573,700	660
United Grain Growers' "B & E"	775,970		152,300		717,582		1,645,852	
G.T. Pacific Term. Elev. Co.	1,752,265		762,000		1,137,545	1,620	3,651,810	1,620
Northland	5,596,404		530,428		3,267,607		9,394,439	
Ogilvies		Milled:	549,560				549,560	
Canadian Government	6,700,628		1,861,010		3,013,102		11,574,740	
Port Arthur Elev. Co.			2,720		80,410		83,130	
Sask. Co-op. No. 1	1,083,988		478,402		784,907		2,347,297	
" No. 3	1,579,530		350,070		672,828		2,602,428	
Total	18,304,655	660	4,745,420		10,616,431	1,620	33,666,506	2,280

*For Dockage see Table No. 29, page 67.

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PUBLIC ARCHIVES
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CANADA

TABLE No. 27.—Receipts at the Public Terminal Elevators, by Railways, during the Crop Year period 1923-24

Railroads	Receipts from the West			Receipts from the West			Receipts from the West		
	No. of cars	Net bushels	Shrinkage	No. of cars	Net bushels	Shrinkage	No. of cars	Net bushels	Shrinkage
		Wheat	Bush.		Oats	Bush.		Barley	Bush.
Canadian Pacific Railway Co.	59,156	83,714,406	1,989,308	7,447	16,047,426	16,979	4,027½	6,062,615	62,047
Canadian National Railways	45,597	55,582,222	1,792,526	6,698	13,496,254	16,853	3,044½	4,242,324	50,816
Total	104,753	139,296,628	3,781,834	14,145	29,543,680	33,832	7,072	10,305,939	112,863
		Flaxseed			Rye			Corn	
Canadian Pacific Railway Co.	1,826	2,193,494	273,501	2,588½	3,497,542	82,365	10	14,761	.....
Canadian National Railways	1,487½	1,672,749	221,710	1,713	2,096,196	61,668	24	35,053	.....
Total	3,313½	3,866,243	495,211	4,301½	5,593,738	144,033	34	49,814	.....
					Spelts			Mixed Grain	
					Lbs.	Lbs.		Lbs.	Lbs.
Canadian Pacific Railway Co.				1	47,930	460	299	22,793,320	261,550
Canadian National Railways				.....	.....	.....	192	14,192,870	159,330
Total				1	47,980	4 60	491	36,986,190	420,880

TABLE No. 28.—Dockage on Cars from the West received at Public Terminal Elevators, Fort William and Port Arthur, Crop Year period 1923-24 (September 1, 1923 to July 31, 1924).

—	Wheat		Oats		Barley		Flaxseed		Rye	
	No. of cars received	Net Dockage	No. of cars received	Net Dockage	No. of cars received	Net Dockage	No. of cars received	Net Dockage	No. of cars received	Net Dockage
		Bush.		Bush.		Bush.		Bush.		Bush.
Can. Pac. Rly. "A & C"	4	.....	991	.....	328	4,753-38	.....	.....	.....	.....
Consolidated	10,078½	262,970-20	1,070½	1,183-22	402	5,079-27	340	33,331-08	292½	7,432-20
United Grain Growers "B & E"	8,064½	312,415-40	2,426	1,117-32	1,086	15,638-26	.....	.....	393½	13,148-40
Grand Trunk Pacific	16,927½	659,387-00	1,223½	1,566-16	735½	9,888-46	420	42,861-20	464½	16,472-47
Northland "D"	24,324	710,788-10	2,763½	1,522-12	1,530	21,034-00	.....	.....	1,222	35,568-02
Ogilvie	7,910½	265,075-00	866½	190-30	619	9,356-02	.....	.....	120½	3,596-28
Canadian Government	5,008	186,406-10	841½	2,722-09	1,539	33,575-01	1,542	137,882-44	1,050	35,456-39
Port Arthur "A"	2,645	124,890-50	1,666½	177-04	7½	48-46	.....	.....	.....	.....
Sask. Co-op. No. 1	14,985	530,290-00	1,233½	834-13	364	3,500-26	614	63,240-11	430½	14,027-12
" No. 3	14,199	533,970-40	1,058½	1,303-06	459	6,310-28	397½	43,228-06	324	12,120-00
Total	104,746	3,586,193-50	14,141	10,618-08	7,070	109,186-00	3,313½	320,543-33	4,297½	137,824-20

Average Dockage per Car Received—

Wheat	34·24	bushels	or 2·51%
Oats	·75	"	·04%
Barley	15·44	"	1·05%
Flaxseed	96·74	"	7·35%
Rye	32·07	"	2·40%

NOTE.—The foregoing dockage represents the Net Dockage after separations of other grains were taken into account.

NOTE.—For particulars of Receipts against which dockage has been assessed see Table No. 26, pages 63 and 64.

TABLE 29.—Dockage on Shipments by Vessels from Public Terminal Elevators, Crop Year period, 1923-24 (September 1, 1923, to July 31, 1924)

—	Amount Shipped	Amount of Dockage	Grades	Amount Shipped	Amount of Dockage
	Bush.	Bush.		Bush.	Bush.
Wheat—					
Consolidated	146,000-00	7,300-00	One Northern	795,193-10	20,902-20
Grand Trunk Pacific	236,907-00	10,287-10	Two Northern	678,211-00	17,826-40
Northland "D"	295,483-30	16,279-00	Three Northern	1,609,290-30	66,770-20
Canadian Government	233,293-20	5,148-30	Number 4	192,358-10	6,570-10
Sask. Co-op. No. 1	7,003-00	110-30	No. 4 Special	32,596-00	326-00
Sask. Co-op. No. 3	26,216-00	274-40	No. 5 Special	9,481-20	142-10
Electric	190,071-10	2,196-50	Feed	31,823-50	1,591-10
Empire	122,467-30	5,646-20	Smutty One Nor.	60,208-20	1,174-50
Mutual	50,000-00	500-00	Smutty Two Nor.	97,895-50	1,990-10
Northwestern	1,721,719-30	59,919-10	Smutty Three Nor.	111,008-40	2,160-20
Paterson "O"	67,560-20	813-10	Smutty No. 4	6,802-40	268-40
Western	130,993-40	2,704-40	Smutty No. 5	1,003-50	40-10
Grain Growers "H"	142,648-00	1,473-50	Smutty No. 6	3,849-10	77-00
Reliance	31,823-50	1,591-10	Smutty Rej. 1 Nor.	1,042-50	20-50
"Richardson"	121,070-40	1,210-40	N.G. Tgh. Sm. No. 3 Durum	1,171-20	17-30
Jas. Stewart	14,723-20	515-20	Durum and Spring	2,127-50	53-10
Superior	2,127-50	53-10			
Thunder Bay	90,955-50	4,207-20			
Total	3,634,064-30	120,231-30	Total	3,634,064-30	120,231 30
Barley—					
Paterson "O"	46,654-18	1,399-28	3 C. W.	46,654-18	1,399-28
Total	46,654-18	1,399-28	Total	46,654-18	1,399-28
Flaxseed—					
Consolidated	377,333-07	7,020-08	1 N. W. C.	3,670,134-13	93,164-04
Grand Trunk Pacific	396,452-22	6,125-10	2 C. W.	427,739-14	11,053-07
Canadian Government	1,748,410-14	61,859-19	3 C. W.	61,708-49	1,746-36
Sask. Co-op. No. 1	629,103-14	10,437-50	Rejected	641-26	14-14
Sask. Co-op. No. 3	344,077-02	7,015-38	N. G. Tough No. 3 C. W.	144-16	2-50
Western	400,873-38	7,454-50	Flax and Broken Wheat	2,337-08	287-28
"Richardson"	266,689-38	6,388-08	Flax and Broken Rye	234-09	32-44
Total	4,162,939-23	106,301-15	Total	4,162,939-23	106,301-15
Rye—					
Consolidated	42,884-55	706-14	2 C. W.	117,428-36	1,396-54
United Grain Growers "B and E"	15,509-46	200-20	3 C. W.	60,366-51	972-08
Grand Trunk Pacific	128,342-12	1,972-48	Rejected 2 C. W.	12,298-10	576-14
Northland "D"	32,363-33	1,058-52	Rejected 3 C. W.	5,668-42	113-22
Canadian Government	42,836-02	564-46	Rejected	7,432-31	205-30
Sask. Co-op. No. 3	34,109-06	341-04	Rejected Sundries	76,654-44	1,147-18
"Richardson"	26,508-22	265-00	N. G. Tgh. 2 C. W.	22,217-34	272-38
			N. G. Tgh. 3 C. W.	6,185-26	91-14
			N. G. Tgh. Sundries	14,301-14	333-42
Total	322,554-08	5,109-16	Total	322,554-08	5,109-16
Mixed Grain—	Lb.	Lb.		Lb.	Lb.
Consolidated	66,410	660	Mixed Grain	66,410	660

NOTE.—For particulars of shipments against which dockage has been assessed see Table No. 26, pages 64 and 65.

PRIVATE TERMINAL ELEVATOR STATEMENTS

TABLE No. 30.—Annual Handlings of Private Terminal Elevators, Fort William and Port Arthur, 1919-20 to Crop Year period 1923-24

Crop Years Sept. 1 to Aug. 31	Wheat	Oats	Barley	Flax	Rye	Corn	Total	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
Receipts—								
1919-20	19,055,616	3,459,661	1,690,380	5,531	36,005	5,380	24,252,573	7,721,455
1920-21	48,586,982	15,656,446	3,758,682	676,497	232,037	468,615	69,379,259	11,802,237
1921-22	88,832,789	14,312,263	3,325,023	355,778	675,022	417,914	107,918,789	8,454,250
1922-23	107,041,300	10,585,683	3,518,225	554,757	1,492,832	1,569	123,194,366	21,892,680
On Hand Aug. 31, 1923	414,031	295,064	104,737	40,447	144,086	.....	998,365	.....
Receipts, 1923-24 (11 mos)	156,092,129	27,912,713	5,379,721	751,300	1,016,979	.....	191,152,842	19,142,244
Shipments—								
Lake, 11 mos	148,942,462	20,970,971	4,168,302	653,720	869,848	.....	175,605,303	282,080
Rail	4,151,063	2,494,152	657,225	67,284	16,550	.....	7,386,274	4,498,550
Total shipments	153,093,525	23,465,123	4,825,527	721,004	886,398	.....	182,991,577	4,780,630

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PUBLIC ARCHIVES
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Table No. 31.—Monthly Handlings of Private Terminal Elevators, Fort William and Port Arthur during the Crop Year period 1923-24 (eleven months)

Receipts	Wheat	Oats	Barley	Flaxseed	Rye	Total	Mixed Grain
	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Lbs.
1923							
September	15,160,635	819,234	1,195,197	39,179	267,823	17,482,068	1,927,510
October	32,588,634	2,532,297	660,368	137,436	118,645	36,037,380	3,396,120
November	38,549,549	5,338,027	744,697	239,456	82,486	44,954,215	2,880,400
December	28,412,339	3,294,709	523,345	135,101	76,520	32,442,014	2,294,194
1924							
January	5,621,044	645,867	152,153	21,302	12,700	6,453,066	1,019,100
February	1,739,433	689,800	234,528	18,644	12,118	2,694,523	961,360
March	1,711,943	1,003,890	113,616	9,473	4,034	2,842,956	510,770
April	3,549,545	2,012,534	381,438	21,051	45,138	6,009,706	598,740
May	9,992,703	4,120,571	714,545	64,025	108,580	15,000,424	1,490,240
June	12,130,588	4,183,355	221,128	32,386	138,039	16,705,496	1,524,980
July	6,635,716	3,272,429	438,706	33,247	150,896	10,530,994	2,538,830
Grand Total	156,092,129	27,912,713	5,379,721	751,300	1,016,979	191,152,842	19,142,244

Shipments		Wheat	Oats	Barley	Flaxseed	Rye	Total	Mixed Grain
		Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Bush.	Net Lbs.
1923								
September	Lake	11,117,053	269,579	883,888	10,329	273,600	12,554,449	6,390
	Rail	44,429	65,250	44,488	8,895	1,071	164,133	967,010
October	Lake	28,984,960	1,941,586	583,494	63,074	10,549	31,583,663	.....
	Rail	28,206	83,670	26,925	356	9,873	149,030	515,060
November	Lake	42,559,996	4,639,107	884,183	270,309	280,715	48,634,310	275,690
	Rail	24,208	10,368	15,310	.....	.....	49,886	460,430
December	Lake	20,003,275	2,305,847	373,545	100,850	35,501	22,819,018	.....
	Rail	286,993	308,052	89,108	30,100	.....	714,253	692,450
1924								
January	Rail	1,095,844	576,908	260,848	25,238	.....	1,958,838	375,550
February	Rail	1,068,820	291,614	140,557	2,956	1,179	1,504,865	625,700
March	Rail	1,221,886	764,378	67,494	.....	.....	2,053,758	304,970
April	Lake	12,286,392	635,314	.....	22,365	.....	12,944,071	.....
	Rail	329,406	323,187	11,250	.....	.....	663,843	193,400
May	Lake	11,955,460	5,051,435	696,200	87,659	26,057	17,816,811	.....
	Rail	12,625	31,110	.....	.....	4,427	48,162	.....
June	Lake	12,965,582	2,484,153	545,327	32,509	73,115	16,100,686	.....
	Rail	26,651	32,265	1,245	.....	.....	60,161	125,700
July	Lake	9,069,744	3,643,950	201,665	66,625	170,311	13,152,295	.....
	Rail	11,995	7,350	.....	.....	.....	19,345	238,280
Totals	Lake	148,942,462	20,970,971	4,168,302	653,720	869,848	175,605,303	282,080
	Rail	4,151,063	2,494,152	657,225	67,284	16,550	7,386,274	4,498,550
Grand Totals		153,093,525	23,465,123	4,825,527	721,004	886,398	182,991,577	4,780,630

PUBLIC AND PRIVATE TERMINAL ELEVATORS—(Combined)

Table No. 32.—Comparison of Grain Crops of Prairie Provinces with quantities and percentages inspected and handled at the Public and Private Terminals at Fort William and Port Arthur —Crop Years 1921-22 to 1923-24.

Crop Year	Estimated Acreage	Estimated Crop	Amount Inspected	Percentage of estimated Crop Inspected	Amounts received at Fort William and Port Arthur Elevators	Percentage of estimated Crop received at Fort William and Port Arthur	Percentage of amount inspected, received at Fort William and Port Arthur Elevators
	Acres	Bush.	Bush.	%	Bush.	%	%
Wheat—							
1921-22	22,181,329	280,098,000	231,606,300	83	190,878,531	68	82
1922-23	21,223,448	375,194,000	297,256,700	79	244,914,597	65	82
1923-24 (11 mos.)	21,665,276	452,260,000	389,058,988	86	295,388,757	65	76
(12 mos.)	.....	.....	391,274,959	86·5	296,694,136	65·6	75·8
Oats—							
1921-22	10,819,641	284,147,500	62,412,000	22	39,432,756	14	63
1922-23	8,564,212	289,660,000	48,944,000	17	27,442,014	9	56
1923-24 (11 mos.)	9,032,821	391,756,000	82,987,326	21	57,456,393	15	69
(12 mos.)	.....	.....	84,354,889	21·5	58,272,344	14·8	69·0
Barley—							
1921-22	2,109,065	44,681,600	14,000,000	31	11,597,215	26	83
1922-23	1,983,292	53,612,000	18,804,775	35	15,755,468	29	84
1923-24 (11 mos.)	2,180,472	59,778,000	19,781,480	33	15,685,660	26	79
(12 mos.)	.....	.....	20,043,164	33·5	15,910,186	26·6	79·3
Flaxseed—							
1921-22	516,972	3,945,700	2,784,100	71	2,255,965	57	81
1922-23	555,043	4,901,700	3,631,500	74	2,651,843	54	73
1923-24 (11 mos.)	620,172	7,044,800	5,363,482	76	4,617,543	65	86
(12 mos.)	.....	.....	5,382,664	76·4	4,644,649	65·9	86·2
Rye—							
1921-22	1,688,228	19,109,700	5,754,075	30	5,296,970	28	92
1922-23	1,926,117	29,429,000	12,051,450	41	11,551,908	39	96
1923-24 (11 mos.)	1,303,210	20,842,000	7,010,966	34	6,610,717	32	94
(12 mos.)	.....	.....	7,376,502	35·3	6,856,575	32·8	92·9

Table No. 33.—Summary of Receipts and Shipments at the Public and Private Terminal Elevators at Fort William and Port Arthur for the last five years, 1921-22 to 1923-24

Crop Years Sept. 1 to Aug. 31	Receipts			Shipments		
	Public Terminal	Private Terminal	Total	Public Terminal	Private Terminal	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—						
1921-22	102,045,742	88,832,789	190,878,531	95,186,117	93,366,662	188,552,77
1922-23	137,873,297	107,041,300	244,914,597	138,958,531	109,283,016	248,241,54
1923-24 (11 mos.)	139,296,628	156,092,129	295,388,757	129,630,183	153,093,525	282,723,708
(12 mos.)	140,002,401	156,691,735	296,694,136	134,979,819	156,933,129	291,912,948
Oats—						
1921-22	25,120,493	14,312,263	39,432,756	26,902,047	14,155,310	41,057,357
1922-23	16,856,331	10,585,683	27,442,014	17,534,140	8,752,140	26,286,280
1923-24 (11 mos.)	29,543,680	27,912,713	57,456,393	25,323,246	23,465,123	48,788,369
(12 mos.)	29,919,624	28,352,720	58,272,344	26,777,552	24,430,277	51,207,829
Barley—						
1921-22	8,272,192	3,325,023	11,597,215	9,311,042	2,759,061	12,070,103
1922-23	12,237,243	3,518,225	15,755,468	12,940,162	2,866,272	15,806,434
1923-24 (11 mos.)	10,305,939	5,379,721	15,685,660	10,057,733	4,825,527	14,883,260
(12 mos.)	10,454,338	5,455,848	15,910,186	10,718,734	5,236,179	15,954,913
Flax—						
1921-22	1,900,187	355,778	2,255,965	2,775,224	837,878	3,613,102
1922-23	2,097,086	554,757	2,651,843	2,148,520	540,108	2,688,628
1923-24 (11 mos.)	3,866,243	751,300	4,617,543	3,706,505	721,004	4,427,509
(12 mos.)	3,890,210	754,439	4,644,649	3,899,967	766,320	4,666,287
Rye—						
1921-22	4,621,948	675,022	5,296,970	4,413,243	457,533	4,870,776
1922-23	10,059,076	1,492,832	11,551,908	9,962,639	1,515,328	11,477,967
1923-24 (11 mos.)	5,593,738	1,016,979	6,610,717	4,886,112	886,398	5,772,510
(12 mos.)	5,805,028	1,051,547	6,856,575	5,128,637	886,398	6,015,035
Corn—						
1921-22	55,556	417,914	473,470	55,556	414,424	469,980
1922-23	59,902	1,569	61,471	59,902	.....	59,902
1923-24 (11 mos.)	49,814	.....	49,814	49,814	.....	49,814
(12 mos.)	49,814	.....	49,814	49,814	.....	49,814
Total Grain—						
1921-22	142,016,118	107,918,789	249,934,907	138,643,229	111,990,868	250,634,097
1922-23	179,182,935	123,194,366	302,377,301	181,603,894	122,956,864	304,560,758
1923-24 (11 mos.)	188,656,042	191,152,842	379,808,884	173,653,593	182,991,577	356,645,170
(12 mos.)	190,121,415	192,306,289	382,427,704	181,554,523	188,252,303	369,806,826

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TABLE No. 34.—Receipts and Shipments at Fort William and Port Arthur, separately, during the period September 1, 1923 to July 31, 1924, and Crop Year ended August 31, 1924

	Wheat	Oats	Barley	Flaxseed	Rye	Corn	Mixed Grain
	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net bush.	Net lb.
Receipts—							
Public Terminal Elevators—							
Fort William	91,628,101	19,705,373	6,934,865	874,472	3,317,182	49,814	17,948,500
Port Arthur	47,668,527	9,838,307	3,371,074	2,991,771	2,276,556	.....	19,037,690
Private Terminal Elevators—							
Fort William	86,822,271	12,808,132	2,968,797	448,928	550,523	.....	10,559,424
Port Arthur	69,269,858	15,104,581	2,410,924	302,372	466,456	.....	8,582,820
Totals—							
Fort William	178,450,372	32,513,505	9,903,662	1,323,400	3,867,705	49,814	28,507,924
Port Arthur	116,938,385	24,942,888	5,781,998	3,294,143	2,743,012	.....	27,620,510
Grand Total	295,388,757	57,456,393	15,685,660	4,617,543	6,610,717	49,814	56,128,434
Fort William (August)	860,256	514,462	149,334	16,849	154,294	.....	753,500
Port Arthur	445,123	301,489	75,192	10,257	91,564	.....	293,920
Fort William (12 mos.)	179,310,628	33,027,967	10,052,996	1,340,249	4,021,999	49,814	29,261,424
Port Arthur "	117,383,508	25,244,377	5,857,190	3,304,400	2,834,576	.....	27,914,430
Grand Total	296,694,136	58,272,344	15,910,186	4,644,649	6,856,575	49,814	57,175,854
Shipments—							
Public Terminal Elevators—							
Fort William ..... Lake	81,114,471	15,629,867	5,744,010	763,610	3,035,655	.....	8,940,509
Rail	3,095,059	958,121	938,680	78,271	16,685	49,814	2,053,218
Port Arthur ..... Lake	44,858,871	8,145,468	2,904,078	2,645,921	1,801,940	.....	9,364,146
Rail	561,782	589,790	470,965	218,703	31,832	.....	2,692,202
Private Terminal Elevators—							
Fort William ..... Lake	84,160,185	9,449,610	2,419,689	393,419	622,729	.....	282,080
Rail	2,816,036	1,600,548	377,052	46,320	7,752	.....	3,850,920
Port Arthur—							
Lake	64,782,277	11,521,361	1,748,613	260,301	247,119	.....	.....
Rail	1,335,027	893,604	280,173	20,964	8,798	.....	647,630
Totals—							
Fort William ..... Lake	165,274,656	25,079,477	8,163,699	1,157,029	3,658,384	.....	9,222,589
Rail	5,911,095	2,558,669	1,315,732	124,591	24,437	49,814	5,904,138
Port Arthur—							
Lake	109,641,148	19,666,829	4,652,691	2,906,222	2,049,059	.....	9,364,146
Rail	1,896,809	1,483,394	751,138	239,667	40,630	.....	3,339,832
Totals—Lake and Rail—							
Fort William	171,185,751	27,638,146	9,479,431	1,281,620	3,682,821	49,814	15,126,727
Port Arthur	111,537,957	21,150,223	5,403,829	3,145,889	2,089,689	.....	12,703,978
Totals— Fort William and Port Arthur ..... Lake	274,915,804	44,746,306	12,816,390	4,063,251	5,707,443	.....	18,586,735
Rail	7,807,904	4,042,063	2,066,870	364,258	65,067	49,814	9,243,970
Grand Total	282,723,708	48,788,369	14,883,260	4,427,509	5,772,510	49,814	27,830,705
Total— Fort William and Port Arthur—August ..... Lake	9,167,967	2,384,752	1,067,942	233,937	240,168	.....	192,660
Rail	21,273	34,708	3,711	4,841	2,357	.....	505,610
Total. Fort William and Port Arthur (12 mos.) ..... Lake	284,083,771	47,131,058	13,884,332	4,297,188	5,947,611	.....	18,779,395
Rail	7,829,177	4,076,771	2,070,581	369,099	67,424	.....	9,749,580

TABLE No. 35.—Receipts and Shipments of Standard Re-cleaned Screenings, Oat Scalpings, Other Scalpings, Elevator Screenings, and Refuse Screenings, at the Fort William–Port Arthur Elevators during the Crop Year Period 1923-24 (September 1, 1923, to July 31, 1924)

Elevator	Receipts from the West	Transfers	Total Receipts	Shipments by Vessels	Shipments by Rail	Transfers	Total Shipments
	Lb.	Lb.	Lb.	Lb.	Lb.	Lb.	Lb.
Standard Re-Cleaned Screenings—							
Consolidated	–	–	–	4,367,750	492,000	320,000	5,179,750
United Grain Growers B and E	–	–	–	2,890,140	2,480,000	120,000	5,490,140
G.T.P. Terminal Elevator Co.	–	–	–	14,975,750	1,506,000	–	16,481,750
Northland	–	192,180	192,180	5,588,400	2,803,700	660,000	9,032,100
Ogilvie	119,960	4,157,170	4,277,130	620,000	6,191,180	–	6,811,180
Canadian Government	–	–	–	–	652,420	50,000	702,420
Port Arthur Elevator Co.	–	320,170	320,170	2,266,510	555,806	–	2,822,316
Sask. Co-op. No. 1	–	–	–	10,098,180	1,262,120	69,280	11,429,580
Sask. Co-op. No. 3	–	–	–	9,747,740	120,000	23,580	9,891,320
Totals—Public Terminals	119,960	4,669,520	4,789,480	50,534,470	16,063,226	1,242,860	67,840,556
Private Terminals	1,037,740	437,810	1,475,550	41,633,030	20,286,690	4,281,490	66,201,210
Grand Total	1,157,700	5,107,330	6,265,030	92,167,500	36,349,916	5,524,350	134,041,766
Oats Scalpings—							
Consolidated	–	–	–	1,817,010	142,900	–	1,959,910
United Grain Growers "B & E"	–	–	–	745,870	1,884,000	–	2,629,870
G.T.P. Terminal Elevator Co.	430,100	173,110	603,210	7,083,050	987,550	–	8,070,600
Northland	1,342,170	1,207,700	2,549,870	7,511,540	1,712,150	368,210	9,591,900
Ogilvie	534,690	69,800	604,490	2,394,250	3,463,250	–	5,857,500
Canadian Government	645,020	58,000	704,020	3,045,940	1,224,920	457,120	4,727,980
Port Arthur Elevator Co.	–	679,940	679,940	2,340,240	609,280	375,400	3,324,920
Sask. Co-op No. 1	600,060	65,750	665,810	6,849,110	1,079,300	12,770	7,941,180
Sask. Co-op. No. 3	244,450	68,550	313,000	4,930,900	989,420	132,890	6,053,210
Total—Public Terminals	3,797,490	2,322,850	6,120,340	36,717,910	12,092,770	1,346,390	50,157,070
Private Terminals	13,391,920	4,452,400	17,844,320	46,168,096	16,883,890	5,959,510	69,011,496
Grand Total	17,189,410	6,775,250	23,964,660	82,886,006	28,976,660	7,305,900	119,168,566
Other Scalpings—							
Public Terminals	–	–	–	–	–	–	–
Private Terminals	318,600	–	318,600	–	–	–	–
Grand Total	318,600	–	318,600	–	–	–	–
Elevator Screenings—							
Consolidated	–	–	–	–	842,420	61,300	903,720
United Grain Growers "B & E"	49,350	–	49,350	–	–	–	–
G.T.P. Terminal Elev. Co.	–	–	–	–	1,388,400	–	1,388,400
Northland	49,520	188,500	238,020	–	1,820,400	48,800	1,869,200
Ogilvie	–	139,900	139,900	–	7,171,440	–	7,171,440
Ganadian Government	–	–	–	3,363,580	4,392,821	1,833,520	9,589,921
Port Arthur Elev. Co.	–	248,500	248,500	–	–	73,200	73,200
Sask. Co-op. No. 1	3,200	–	3,200	–	172,590	–	172,590
Sask. Co-op. No. 3	–	62,800	62,800	–	229,463	93,210	322,673
Total—Public Terminals	102,070	639,700	741,770	3,363,580	16,017,534	2,110,030	21,491,144
Private Terminals	1,150,630	2,004,900	3,155,530	7,608,900	4,778,831	1,731,130	14,118,861
Grand Total	1,252,700	2,644,600	3,897,300	10,972,480	20,796,365	3,841,160	35,610,005
Refuse Screenings—							
C.P.R. Co. "A & C"	–	–	–	–	–	54,900	54,900
Consolidated	–	–	–	7,995,050	3,378,720	–	11,373,770
United Grain Growers "B & E."	–	–	–	7,021,490	2,950,000	–	9,971,490
G.T.P. Terminal Elevator Co.	–	61,400	61,400	7,755,360	5,858,000	503,000	14,114,360
Northland	–	–	–	15,802,390	2,117,785	22,000	17,942,175
Ogilvie	–	–	–	4,386,710	4,201,760	–	8,588,470
Canadian Government	–	175,650	175,650	–	2,308,130	224,340	2,532,470
Port Arthur Elevator Co.	–	1,258,470	1,258,470	1,429,520	32,128	–	1,461,648
Sask. Co-op. No. 1	–	–	–	14,539,510	4,901,990	153,750	19,595,250
Sask. Co-op. No. 3	–	–	–	14,161,700	2,234,438	1,173,564	17,569,702
Total—Public Terminals	–	1,495,520	1,495,520	73,091,730	27,980,951	2,131,554	103,204,235
Private Terminals	448,220	974,310	1,422,530	69,074,130	32,086,250	1,487,850	102,648,230
Grand Total	448,220	2,469,830	2,918,050	142,165,860	60,067,201	3,619,404	205,852,465

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DULUTH

Table No. 36.—Lake Shipments of Canadian Grain from Duluth, by Crop Years

Crop year Sept. 1 to Aug. 31	To Canadian Ports			Total	To United States Ports			Total
	Can. Boats	U.S. Boats	Nor. Boats		Can. Boats	U.S. Boats	Total	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1919-20	.....	851,458	.....	851,458	.....	39,442	39,442	890,900
1920-21	.....	77,708	.....	77,708	.....	611,310	611,310	689,018
1921-22	42,503	191,848	.....	234,351	.....	983,370	983,370	1,217,721
1922-23	217,524	914,014	120,000	1,251,538	.....	1,302,495	1,302,495	2,554,033
1923-24 (11 mos.) July 31, 1924	.....	.....	.....	.....	.....	1,200,715	1,200,715	1,200,715

No shipments during August, 1924.

Table No. 37.—Summary of Handlings of Canadian Grain at Duluth, 1921-22 to 1923-24

RECEIPTS

Crop year ending August 31	Wheat	Oats	Barley	Rye	Flaxseed	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Rail receipts, 1921-22	1,230,426	.....	96,408	1,517	.....	1,328,351
Lake receipts, 1921-22	105,049	.....	.....	.....	320,586	425,635
Total receipts, 1921-22	1,335,475	.....	96,408	1,517	320,586	1,753,986
Rail receipts, 1922-23	2,093,984	143,848	303,484	166,219	1,756	2,709,291
Lake receipts, 1922-23	.....	.....	.....	.....	480,007	480,007
Total receipts, 1922-23	2,093,984	143,848	303,484	166,219	481,763	3,189,298
Rail, 1923-24 (11 mos.), July, 1924	951,218	174,728	272,077	97,724	69,912	1,565,659
Lake, 1923-24 (11 mos.), July, 1924	1,649,851	.....	.....	.....	294,662	1,944,513
Total (11 mos.), July, 1924	2,601,069	174,728	272,077	97,724	364,574	3,510,172
Rail (12 mos.), Aug. 31, 1924	956,169	174,728	273,856	104,587	69,912	1,579,252
Lake (12 mos.), Aug. 31, 1924	1,649,851	.....	.....	.....	294,662	1,944,513
Total (12 mos.), Aug. 31, 1924	2,606,020	174,728	273,856	104,587	364,574	3,523,765

SHIPMENTS

—	Wheat	Oats	Barley	Rye	Flaxseed	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Rail shipments, 1921-22	281,108	.....	647	.....	.....	281,755
Lake shipments, 1921-22	1,122,481	.....	95,046	.....	.....	1,217,527
Total shipments, 1921-22	1,403,589	.....	95,693	.....	.....	1,499,282
Rail shipments, 1922-23	50,252	25,560	90,651	.....	.....	166,463
Lake shipments, 1922-23	2,073,664	116,049	217,185	147,135	.....	2,554,033
Total shipments, 1922-23	2,123,916	141,609	307,836	147,135	.....	2,720,496
Rail (11 mos.) ended July, 1924	218,609	13,076	73,246	493	2,181	307,605
Lake (11 mos.) ended July, 1924	704,655	163,549	209,522	122,989	.....	1,200,715
Total (11 mos.) ended July, 1924	923,264	176,625	282,768	123,482	2,181	1,508,320

No shipments during August, 1924.

SHIPMENTS OF GRAINS TO THE EAST

Table No. 38.—Lake Shipments from Fort William and Port Arthur by Grains and Nationality of Vessel, during the Crop Years 1921-22 to Crop Year period 1923-24

—	Wheat	Oats	Barley	Flaxseed	Rye	Sample Mixed Grain	Elevator Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Tons-lb.
Crop Year 1921-22—							
616 Cargoes in Canadian Vessels	88,170,049	26,529,462	8,813,508	1,630,735	933,580	81,633,910	16,550-1580
334 Cargoes in U.S.A. Vessels	87,405,437	5,911,470	2,251,428	1,755,313	2,269,053	90,007,757	17,270-0000
950 Cargoes	175,575,486	32,440,932	11,064,936	3,386,048	3,202,633	171,641,667	33,820-1580
Crop Year 1922-23—							
799 Cargoes in Canadian Vessels	112,402,455	15,121,718	9,179,658	736,747	3,754,744	50,647,781	59,219-0900
528 Cargoes in U.S.A. Vessels	116,774,464	4,277,168	4,501,748	1,340,777	5,711,973	164,991,694	37,439-0150
1,327 Cargoes	229,176,919	19,398,886	13,681,406	2,077,524	9,466,717	215,639,475	96,658-1050
Crop Year Period 1923-24—							
1,075 Cargoes in Canadian Vessels	133,731,433	32,505,232	8,586,749	820,212	1,043,153	80,339,773	140,937
621 Cargoes in U.S.A. Vessels	139,741,457	11,421,536	3,725,218	3,349,341	2,958,750	100,076,285	22,526
25 Cargoes in Foreign Vessels	1,273,927	.....	91,380	.....	18,691	1,097,734	799
1,721 Cargoes	274,746,817	43,926,768	12,403,347	4,169,553	4,020,594	181,513,792	164,262

Table No. 39.—Lake Shipments from Fort William and Port Arthur by Grains and Nationality of Port of Destination, during the Crop Years 1921-22 to Crop Year period 1923-24

—	Wheat	Oats	Barley	Flaxseed	Rye	Sample Mixed Grain	Elevator Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.	Tons-Lb.
Crop Year 1921-22—							
To Canadian Ports	73,553,637	26,209,455	8,460,637	1,071,762	582,472	56,624,436	13,997-0240
To United States Ports	102,021,849	6,231,477	2,604,299	2,314,286	2,620,161	115,017,231	19,823-1340
Total	175,575,486	32,440,932	11,064,936	3,386,048	3,202,633	171,641,667	33,820-1580
Crop Year 1922-23—							
To Canadian Ports	109,105,570	15,121,718	8,146,998	493,572	2,336,071	50,647,781	18,838-1800
To United States Ports	120,071,349	4,277,168	5,534,408	1,583,952	7,130,646	164,991,694	77,819-1250
Total	229,176,919	19,398,886	13,681,406	2,077,524	9,466,717	215,639,475	96,658-1050
Crop Year Period 1923-24—							
To Canadian Ports	126,296,436	30,467,479	7,852,846	577,817	536,856	68,204,112	71,499
To United States Ports	148,254,081	13,459,289	4,550,501	3,591,736	3,483,738	113,309,680	92,763
To Europe Ports	196,300	.....	.....	.....	.....	.....	.....
Total	274,746,817	43,926,768	12,403,347	4,169,553	4,020,594	181,513,792	164,262

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TABLE No. 40.—Lake Shipments of Grain from Fort William and Port Arthur by Vessels during the Crop Year period 1923-24 (September 1st, 1923, to July 31st, 1924) according to Ports of Destination.

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Sample Mixed Grain	Elevator Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons
To Canadian Ports—								
Depot Harbour	1,357,074	1,312,236				2,669,310		
Goderich	13,347,996	6,155,495	414,857	115,533		20,033,881		23,521
Kingston	70,436	482,928	178,882			732,246	1,219,330	1,146
Midland	9,182,978	4,851,474	517,643			14,552,095		
Montreal	7,473,341	2,927,975	1,660,128	193,060	16,000	12,270,504	3,651,068	11,472
Port Colborne	56,956,216	3,812,026	1,949,683		465,856	63,183,781	45,873,147	14,789
Port McNicoll	19,558,040	3,698,505	1,379,676	269,225		24,905,446		5,281
Port Stanley	384,948					384,948		
Quebec	412,192	932,199				1,344,391	14,518,837	
Tiffin	17,341,318	6,134,642	1,751,978		55,000	25,282,938	2,941,730	17,575
Total to Canadian Ports	126,084,539	30,307,480	7,852,847	577,818	536,856	165,359,540	68,204,112	73,785
Total to Canadian Ports, August	6,738,581	1,999,020	515,196	49,305	176,235	9,478,337	4,514,370	2,582
Total to Canadian Ports, 12 months	132,823,120	32,306,500	8,368,043	627,123	713,091	174,837,877	72,718,482	76,367
To United States Ports—								
Buffalo	124,180,243	13,404,289	4,550,500	2,437,032	3,095,425	147,667,489	112,211,946	13,891
Chicago	198,763			416,397		615,160		
Cleveland	278,555			128,791		407,346		
Detroit	564,861					564,861		
Duluth-Superior	1,773,677			394,138		2,167,815		76,586
Erie	8,981,578					8,981,578		
Fairport	2,082,556					2,082,556		
Milwaukee				102,165		102,165		
New York	75,201	55,000				130,201		
Port Huron	254,661					254,661		
Toledo	9,854,477			113,212	369,622	10,337,311		
Total to United States Ports	148,244,572	13,459,289	4,550,500	3,591,735	3,465,047	173,311,143	112,211,946	90,477
Total to United States Ports, August	2,335,187	273,810	552,744	189,834	42,583	3,394,158		3,120
Total to United States Ports, 12 months	150,579,759	13,733,099	5,103,244	3,781,569	3,507,630	176,705,301	112,211,946	93,597
To Europe (direct)	222,143				18,691	240,834	1,097,734	
Lost in Wrecks	195,563	159,999				355,562		
Grand Totals	274,746,817	43,926,768	12,403,347	4,169,553	4,020,594	339,267,079	181,513,792	164,262
" August	9,073,768	2,272,830	1,067,940	239,139	218,818	12,872,495	4,514,370	5,702
" 12 months	283,820,585	46,199,598	13,471,287	4,408,692	4,239,412	352,139,574	186,028,162	169,964

ANALYSES OF MIXED GRAIN SHOWN ABOVE—CROP YEAR PERIOD 1923-24

—	Canadian Vessels		United States Vessels		Foreign Vessels		Total	
	Bush.	Lbs.	Bush.	Lbs.	Bush.	Lbs.	Bush.	Lbs.
Sample Wheat	188,733-20	11,324,000	123,704-50	7,422,290			312,438-10	18,746,290
" Oats	933,592-25	31,742,153					933,592-25	31,742,153
" Barley	81,159-44	3,895,676	436,605-27	20,957,067			517,765-23	24,852,743
" Rye	596,034-40	33,377,944	1,280,302-16	71,696,928	19,602-22	1,097,734	1,895,939-22	106,172,606
Total		80,339,773		100,076,285		1,097,734		181,513,792

RECAPITULATION

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Sample Mixed Grain	Elevator Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons
To Canadian Ports—								
Canadian Vessels	123,799,910	30,307,480	7,852,847	577,818	536,856	163,074,911	68,204,112	73,785
United States Vessels	2,284,629					2,284,629		
To United States Ports—								
Canadian Vessels	9,735,960	2,037,753	733,902	242,394	506,297	13,256,306	12,135,661	67,152
United States Vessels	137,456,828	11,421,536	3,725,218	3,349,341	2,958,750	158,911,673	100,076,285	22,525
Foreign Vessels	1,051,784		91,380			1,143,164		800
To Europe—								
Foreign Vessels	222,143				18,691	240,834	1,097,734	
Cargo Lost in Wrecks—								
1 Canadian Vessel		159,999				159,999		
1 United States Vessel	195,563					195,563		
Total	274,746,817	43,926,768	12,403,347	4,169,553	4,020,594	339,267,079	181,513,792	164,262

TABLE No. 41.—Lake Shipments from Fort William and Port Arthur, showing grain cargoes carried, by nationality of vessel and of port of destination (5-year record).

Crop Year ended August 31	Canadian Ports		United States Ports			European Ports	Totals
	Canadian Vessels	U. S. Vessels	Canadian Vessels	U. S. Vessels	Foreign Vessels	Foreign Vessels	
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1919-20	97,665,393		3,058,253	5,159,694			105,883,340
1920-21	99,131,244		15,601,906	62,077,734			176,810,884
1921-22	110,317,689	413,000	15,759,645	99,179,701			225,670,035
1922-23	134,796,030	596,512	6,224,603	132,184,307			273,801,452
1923-24 (11 mos.)	163,074,911	2,284,629	13,256,306	158,911,673	1,143,164	240,834	338,911,517

TABLE No. 42.—Lake Shipments from Fort William and Port Arthur during the Season of Navigation, 1923, according to Ports of Destination

FINAL STATEMENT

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Sample Mixed Grain	Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons
To Canadian Ports—								
Collingwood	2,070,160					2,070,160		
Goderich	12,923,295	4,228,332	645,276	83,833		17,880,736	5,106,071	20,108
Kingston	70,436	683,629	253,040			1,007,105	1,219,330	1,146
Midland	13,591,534	3,294,481	664,749		327,793	17,878,557	2,407,682	
Montreal	6,133,081	3,991,514	2,297,103	248,060	216,284	12,886,042	7,926,334	1,644
Port Colborne	44,992,732	5,032,156	3,534,727		986,471	54,546,086	47,511,880	10,349
Port McNicoll	20,503,920	3,291,287	1,350,838	266,360	442,904	25,855,309	3,984,200	5,149
Port Stanley	361,047					361,047		
Quebec	572,121	494,580				1,066,701	14,518,837	
Tiffin	17,966,116	3,053,725	1,147,842		167,500	22,335,183	6,487,360	14,370
Total to Canadian Ports	119,184,442	24,069,704	9,893,575	598,253	2,140,952	155,886,926	89,161,694	52,766
To United States Ports—								
Buffalo	100,751,279	4,284,999	4,291,625	1,893,397	3,930,456	115,151,756	85,949,244	14,360
Chicago	198,762			137,953		336,715		
Cleveland	278,555					278,555		
Detroit	564,861					564,861		
Duluth Superior	1,773,677			504,467		2,278,144		68,017
Erie	8,830,256					8,830,256		
Fairport	2,082,556					2,082,556		
Port Huron	651,159					651,159		
Toledo	9,841,665				369,621	10,211,286	4,099,964	
Total to United States Ports	124,972,770	4,284,999	4,291,625	2,535,817	4,300,077	140,385,288	90,049,208	82,377
To Europe (direct)	222,143				18,691	240,834	1,097,734	
Lost in Wrecks	195,563	159,999				355,562		
Grand Total	244,574,918	28,514,702	14,185,200	3,134,070	6,459,720	296,868,610	180,308,636	135,143

Analysis of Sample Mixed Grain shown above

Sample Wheat	361,880-40 bush.	— 21,712,840 lbs.
Sample Oats	1,429,897-11 "	— 48,616,509 "
Sample Barley	509,805-09 "	— 24,470,649 "
Sample Rye	1,526,939-54 "	— 85,508,636 "

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Table No. 43.—Lake Shipments of Grain from Fort William and Port Arthur Elevators during the Season of Navigation 1924, according to which destined.—Preliminary Statement

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Sample Mixed Grain	Screenings
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons
To Canadian Ports—								
Depot Harbour	173,745	1,376,226	107,200	.....	.....	1,657,171	.....	.....
Goderich	13,115,965	5,183,054	575,384	427,121	330,002	19,631,526	.....	13,071
Kingston	.....	140,312	.....	.....	.....	140,312	.....	.....
Midland	8,753,326	4,459,367	386,573	.....	.....	13,599,266	.....	.....
Montreal	5,811,565	2,663,071	1,452,917	277,288	95,185	10,300,026	2,458,850	22,119
Port Colborne	59,355,589	6,940,072	1,987,125	70,000	650,598	69,003,384	39,646,923	7,984
Port McNicoll	14,299,584	3,392,046	2,229,651	248,998	414,698	20,584,977	5,564,064	998
Port Stanley	350,648	.....	.....	.....	.....	350,648	.....	.....
Quebec	183,648	1,130,298	.....	.....	65,785	1,379,731	.....	.....
Tiffin	7,806,141	4,619,052	2,663,744	.....	412,686	15,501,623	8,016,468	2,898
Total to Canadian Ports	109,850,211	29,903,498	9,402,594	1,023,407	1,968,954	152,148,664	55,686,305	47,070
To United Stated Ports—								
Buffalo	85,693,409	11,524,199	12,919,537	2,075,580	3,114,451	115,327,176	85,925,185	17,712
Chicago	.....	.....	.....	340,557	.....	340,557	.....	7,028
Cleveland	.....	.....	.....	128,791	.....	128,791	.....	.....
Duluth-Superior	.....	.....	.....	200,659	.....	200,659	.....	55,345
Erie	1,325,494	.....	.....	.....	.....	1,325,494	.....	.....
Milwaukee	.....	.....	.....	102,165	.....	102,165	.....	.....
New York	75,201	55,000	.....	.....	.....	130,201	.....	.....
Port Huron	457,357	.....	215,044	.....	.....	672,401	.....	.....
Toledo	1,963,523	.....	.....	113,211	.....	2,076,734	.....	.....
Total to U.S.A. Ports	89,514,984	11,579,199	13,134,581	2,960,963	3,114,451	120,304,178	85,925,185	80,085
Grand Totals	199,365,195	41,482,697	22,537,175	3,984,370	5,083,405	272,452,842	141,611,490	127,155

COMPOSITION OF SAMPLE MIXED GRAIN SHIPMENTS

—	Canadian Vessels		United States Vessels		Total	
	Bush.	Lbs.	Bush.	Lbs.	Bush.	Lbs.
Sample Wheat	180,095-40	10,805,740	.....	.....	180,095-40	10,805,740
" Oats	580,816-19	19,747,763	.....	.....	580,816-19	19,747,763
" Barley	68,078-40	3,267,784	247,370-25	11,873,785	315,449-17	15,141,569
" Rye	498,119-00	27,894,664	1,214,674-10	68,012,754	1,712,793-10	95,916,418
Total	.....	61,715,951	.....	79,898,539	.....	141,611,490

Table No. 44.—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Season of Navigation 1923, by grains, classified by Steamship Companies.

ALGOMA CENTRAL STEAMSHIP LINES

Kind of Grain	Total Amount of Bills of Landing	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overage or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs per 1,000 bush.
Canadian Companies—								
Wheat	6,549,648-40	6,547,234-10	633-50	3,048-20	150-00	Short	2,264-30	20·7
Oats	1,022,627-17	1,021,691-18	12-16	948-15	.....	"	935-33	31·1
Barley	884,102-44	883,617-14	185-30	671-12	.....	"	485-30	26·4
Flaxseed	39,434-26	39,419-26	.....	15-00	.....	"	15-00	21·5
Screenings.....tons	8,962-1550	8,952-1710	.....	9-184	.....	"	9-1840	2·2

EASTERN STEAMSHIP CO., LTD.

Wheat	3,766,735-00	3,766,373-00	2,758-40	3,120-40	1,006-20	Over	644-20	10·3
Oats	136,145-31	136,174-24	28-27	.....	.....	Over	28-27	7·2
Barley	720,048-12	719,441-06	3-18	610-24	77-34	Short	529-20	35·3
Flaxseed	44,398-02	44,363-52	.....	34-06	.....	"	34-06	43·4
Screenings..... tons	2,487-1590	2,486-1010	.....	1-0580	.....	"	1-0580	1·0 per ton

CANADIAN GOVERNMENT MERCHANT MARINE, LTD.

Wheat	11,336,368-50	11,330,663-55	617-10	6,322-05	201-00	Short	5,503-55	29·1
Oats	632,057-32	631,574-00	107-17	591-15	.....	"	— 483-32	26·0
Barley	710,170-11	709,795-35	34-18	408-42	.....	"	374-24	25·3
Flaxseed	54,367-22	54,339-36	.....	27-42	.....	"	27-42	28·8
Rye	599,027-28	598,821-04	182-28	388-52	.....	"	206-24	19·3
Mixed Grain.....lbs.	11,840,330	11,832,160	.....	8,170	.....	"	8,170	41·5 per 60,000 lbs.
Screenings..... tons	5,090-1800	5,074-1460	.....	16-0340	1-0400	"	14-1940	5·9 per ton

CANADA STEAMSHIP LINES, LTD.

Wheat	42,029,744-50	42,012,078-30	8,211-30	25,877-50	6,231-40	Short	11,434-40	16·3
Oats	8,631,943-08	8,625,192-03	1,411-32	8,163-03	1,270-00	"	5,481-05	21·6
Barley	4,439,454-20	4,436,589-20	1,131-12	3,996-12	173-07	"	2,691-41	29·1
Flaxseed	518,039-08	517,449-46	81-54	671-16	168-06	"	421-12	45·5
Rye	902,731-15	901,887-38	59-40	903-17	90-00	"	753-33	40·7
Mixed Grain.....lbs.	18,964,982	18,928,382	9,137	45,737	3,620	"	32,980	104·4 per 60,000 lbs.
Screenings.....tons	22,226-0790	22,215-1380	4-0750	15-0160	.....	"	10-1410	0·9 per ton

GREAT LAKES TRANSPORTATION CO., LTD.

Wheat	31,520,050-50	31,504,348-10	5,433-30	21,136-10	3,947-40	Short	21,755-00	41·4
Oats	6,407,874-32	6,402,195-10	1,245-03	6,924-25	995-00	"	4,684-22	24·8
Barley	1,345,389-43	1,344,864-36	1,062-24	1,587-31	.....	"	525-07	18·7
Flaxseed	185,188-42	185,126-24	45-00	107-18	.....	"	62-18	18·9
Rye	1,337,500-24	1,336,400-08	125-08	1,225-24	.....	"	1,100-16	46·0
Mixed Grain.....lbs.	19,335,170	19,304,904	.....	30,266	18,420	"	11,846	36·8 per 60,000 lbs.
Screenings.....tons	58,433-0950	58,277-1768	29-0610	184-1792	.....	"	155-1182	5·3 per ton

MATTHEWS STEAMSHIP CO., LTD

Wheat	24,790,929-40	24,785,384-00	3,982-40	9,528-40	3,208-30	Short	2,337-30	5·6
Oats	5,542,911-28	5,539,276-12	437-01	4,072-17	150-00	"	3,485-16	21·4
Barley	1,742,881-11	1,742,644-34	339-34	576-11	10-00	"	226-25	6·2
Rye	642,169-53	641,212-06	.....	957-47	.....	"	957-47	83·5
Mixed Grain.....lbs.	33,498,443	33,498,508	11,112	11,047	.....	Over	65	0·1 per 60,000 lbs.
Screenings.....tons	9,903-0790	9,891-1640	.....	11-1150	.....	Short "	11-1150	2·3 per ton

*From reports received from unloading Ports.

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TABLE No. 44—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Season of Navigation 1923, by grains, classified by Steamship Companies—*Concluded*

MISCELLANEOUS CANADIAN STEAMSHIP COMPANIES

Kind of Grain	Total Amount of Landing Bills of	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overage or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs per 1,000 bush.
Canadian Companies—								
Wheat	9,331,193-50	9,322,804-30	797-20	9,186-40	1,905-40	Short	6,425-40	41·3
Oats	2,139,350-01	2,135,852-26	386-31	4,384-06	1,490-13	"	2,506-30	39·8
Barley	1,738,090-10	1,736,319-22	1,198-34	2,969-22	1,540-20	"	230-16	5·3
Flaxseed	152,286-12	152,315-00	28-44	.....	.....	Over	28-44	10·6
Rye	130,938-28	130,498-28	.....	490-00	150-00	Short	340-00	145·3
Mixed Grain.....lbs.	17,658,430	17,645,320	5,930	19,040	10,207	Short	2,903	9·9 per 60,000 lbs.
Screenings.....tons	8,957-0420	8,930-0570	1-1420	28-1270	.....	"	26-1850	6·0 per ton
CANADIAN STEAMSHIP COMPANIES								
Wheat	129,324,671-40	129,268,886-15	22,434-40	78,220-05	16,703-50	Short	39,076-35	18·1
Oats	24,512,911-13	24,491,456-25	3,629-25	25,084-13	3,905-13	"	17,549-09	24·3
Barley	11,580,137-07	11,573,272-23	3,955-26	10,820-10	1,801-13	"	5,063-19	21·8
Flaxseed	993,714-00	993,014-16	155-42	855-26	168-06	"	531-34	29·9
Rye	3,612,417-36	3,608,819-28	367-20	3,965-28	240-00	"	3,358-08	52·0
Mixed Grain.....lbs.	101,297,855	101,209,274	26,179	114,260	32,247	"	55,834	33·0 per 60,000 lbs.
Screenings.....tons	115,061-1890	115,829-1538	35-0780	267-1132	1-0400	"	230-1952	3·9 per ton
FOREIGN VESSELS								
Wheat	1,273,926-40	1,272,874-20	149-30	1,201-50	20-00	Short	1,032-20	48·6
Barley	91,379-28	91,273-00	.....	106-28	.....	"	106-28	56·2
Rye	18,691-24	18,691-24	.....	.....	.....	.....	.....	.....
Mixed Grain.....lbs.	1,097,734	1,097,734	.....	.....	.....	.....	.....	.....
Screenings.....tons	799-1080	790-1750	.....	8-1330	.....	"	8-1330	21·7 per ton
UNITED STATES STEAMSHIP COMPANIES								
Wheat	113,976,319-50	113,903,940-45	15,258-35	87,637-40	25,859-50	Short	46,519-15	24·4
Oats	4,001,791-01	3,995,354-17	184-18	6,621-02	402-24	"	6,033-28	51·2
Barley	2,513,683-30	2,510,277-26	366-03	3,772-07	484-00	"	2,922-04	55·8
Flaxseed	2,149,355-52	2,134,972-49	250-53	5,634-00	154-10	"	5,228-49	136·8
Rye	2,828,610-48	2,824,308-44	231-22	4,533-26	65-00	"	4,367-04	86·4
Mixed Grain.....lbs.	77,913,547	77,841,892	13,196	84,851	2,800	"	68,855	53·0 per 60,000 lbs.
Screenings.....tons	18,281-1476	18,304-1478	45,1704	22-1702	.....	Over	23-0002	2·5 per ton
GRAND TOTALS—GRAIN SHIPPED								
Wheat	244,574,918-10	244,445,701-20	37,842-45	167,059-35	42,588-40	Short	86,628-10	21·2
Oats	28,514,702-14	28,486,811-08	3,814-09	31,705-15	4,308-03	"	23,583-03	28·1
Barley	14,185,200-17	14,174,823-01	4,321-29	14,098-45	2,285-13	"	8,092-03	27·4
Flaxseed	3,134,069-52	3,127,987-09	406-39	6,489-26	322-16	"	5,760-27	102·9
Rye	6,459,719-52	6,451,819-40	598-42	8,498-54	305-00	"	7,595-12	65·8
Mixed Grain.....lbs.	180,308,636	180,148,900	39,375	199,111	35,047	"	124,729	41·5 per 60,000 lbs.
Screenings.....tons	135,143-0446	134,925-0766	81-0484	299-0164	1-0400	"	216-1280	3·2 per ton

*From reports received from unloading Ports.

TABLE No. 45.—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Season of Navigation 1923, by grains and Ports of destination

DEPOT HARBOUR—CANADIAN NATIONAL RAILWAY ELEVATOR

Kind of Grain	Total Amount of Bills of Lading	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overages or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs. per 1,000 bush.
To Canadian Ports—								
Wheat	2,070,160-10	2,068,825-40	.....	1,334-30	10-00	Short	1,324-30	38·3
GODERICH—GODERICH ELEVATOR AND TRANSIT CO., LTD.								
Wheat	10,301,541-20	10,292,443-40	494-30	9,592-10	1,491-10	Short	7,606-30	44·3
Oats	4,024,130-21	4,018,655-02	393-03	5,868-22	200-00	"	5,275-19	44·5
Barley	645,275-30	644,510-40	.....	764-38	.....	"	764-38	56·9
Flaxseed	83,832-28	83,783-22	.....	49-06	.....	"	49-06	32·7
Mixed grain.....Lbs.	5,106,071	5,098,470	.....	7,601	.....	"	7,601	89·4 per 60,000 lbs
Screenings.....Tons.	19,106-0500	19,084-0410	1-0900	23-0990	1-0400	"	20-1690	2·1 per ton.
GODERICH—WESTERN CANADA FLOUR MILLS CO., LTD.								
Wheat	2,621,753-30	2,619,774-10	261-40	2,241-00	670-10	Short	1,309-10	29·9
Oats	204,201-06	203,884-14	.....	316-26	.....	"	316-26	52·7
Screenings.....Tons	1,002-0270	1,004-0880	2-0610	.....	.....	Over	2-0610	4·6 per ton
KINGSTON—JAMES RICHARDSON & SONS								
Wheat	70,435-30	70,359-40	.....	75-50	.....	Short	75-50	65·0
Oats	683,628-25	681,602-04	.....	2,026-21	935-00	"	1,091-21	54·2
Barley	253,039-27	252,514-12	.....	525-15	.....	"	525-15	99·6
Mixed grain.....Lbs.	1,219,330	1,217,610	.....	1,720	.....	"	1,720	86·0 per 60,000 lbs.
Screenings.....Tons	1,145-1010	1,141-0568	.....	4-1342	.....	"	4-1342	8·1 per ton
MIDLAND—MIDLAND ELEVATOR CO., LTD.								
Wheat	13,591,534-20	13,585,732-00	2,790-40	8,593-00	.....	Short	5,802-20	26·3
Oats	3,454,479-25	3,451,402-14	96-23	3,174-00	.....	"	3,077-11	31·7
Barley	664,748-39	664,169-08	.....	579-31	.....	"	579-31	41·8
Rye	327,793-22	327,801-54	73-22	64-46	.....	Over	8-32	1·4
Mixed grain.....Lbs.	2,407,682	2,407,150	.....	532	.....	Short	532	13·3 per 60,000 lbs.
MONTREAL—DOMINION FLOUR MILLS, LTD.								
Wheat	437,573-30	437,286-40	175-00	461-50	.....	Short	286-50	39·2
Oats	10,128-18	10,128-18	.....	.....	.....	.....	.....	.....
MONTREAL—HARBOUR COMMISSIONERS ELEVATOR								
Wheat	5,526,459-25	5,519,266-40	2,626-05	9,818-50	6,146-50	Short	1,045-55	11·3
Oats	3,899,295-11	3,894,862-05	854-10	5,287-16	1,328-13	"	3,104-27	27·0
Barley	2,297,103-14	2,295,821-04	2,404-26	3,686-36	1,648-06	Over	365-44	7·6
Flaxseed	248,059-52	247,849-36	45-30	255-46	118-06	Short	92-10	20·8
Rye	216,283-23	215,753-32	45-40	575-31	240-00	"	289-47	75·1
Mixed grain.....Lbs.	7,926,834	7,895,160	4,824	35,998	3,620	"	27,554	208·7 per 60,000 lbs.
Screenings.....Tons	1,644-0090	1,642-0390	0-0140	1-1840	.....	"	1-1700	2·2 per ton
MONTREAL—OGILVIE FLOUR MILLS CO., LTD.								
Wheat	80,248-30	80,112-30	21-30	157-30	75-00	Short	61-00	45·7
Oats	62,057-14	62,017-14	.....	40-00	5-00	"	35-00	19·1

*From reports received from unloading Ports.

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TABLE No. 45.—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Season of Navigation 1923, by grains and Ports of destination—*Continued*

MONTREAL—ST. LAWRENCE FLOUR MILLS CO.

Kind of Grain	Total Amount of Bills of Lading	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overages or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs. per 1,000 bush.
Wheat	88,800-00	88,830-00	30-00	.....	.....	Over	30-00	20·2
Oats	20,033-06	20,033-06	.....	.....	.....	.....	.....	.....

PORT COLBORNE—CANADIAN GOVERNMENT ELEVATOR

Wheat	31,812,012-05	31,803,895-50	1,201-25	9,317-40	785-40	Short	7,330-35	13·8
Oats	4,273,060-07	4,273,581-00	1,227-18	706-25	.....	Over	520-27	4·1
Barley	3,178,882-10	3,178,411-34	366-24	837-00	.....	Short	470-24	7·1
Rye	847,290-36	846,859-00	.....	431-36	.....	"	431-36	28·5
Mixed grain.....Lbs.	44,716,278	44,706,816	4,619	14,081	.....	"	9,462	12·7 per 60,000 lbs.
Screenings.....Tons	8,209-1180	8,207-0010	.....	2-1170	.....	"	2-1170	0·6 per ton

PORT COLBORNE—MAPLE LEAF MILLING CO., LTD.

Wheat	13,180,719-40	13,173,904-20	2,772-30	9,587-50	3,114-30	Short	3,700-50	16·8
Oats	759,096-03	758,406-00	114-22	804-25	150-00	"	540-03	24·1
Barley	355,844-46	355,876-00	127-06	96-04	.....	Over	31-02	4·1
Rye	139,180-05	138,976-00	.....	204-05	.....	Short	204-05	82·2
Mixed grain.....Lbs.	2,795,602	2,802,648	7,046	.....	.....	Over	7,046	149·9 per 60,000 lbs.
Screenings.....Tons	2,139-0040	2,135-0860	.....	3-1180	.....	Short	3-1180	3·3 per ton

PORT McNICOLL—CANADIAN PAC. RLY. ELEVATOR

Wheat	20,503,920-10	20,503,623-40	6,103-20	6,399-50	670-30	Over	374-00	1·0
Oats	3,291,286-19	3,289,323-26	693-13	2,656-06	.....	Short	1,962-27	20·2
Barley	1,350,838-24	1,350,189-24	375-46	1,024-46	10-00	"	639-00	22·7
Flaxseed	266,360-14	266,057-28	57-08	359-50	50-00	"	252-42	53·2
Rye	442,903-53	442,331-14	82-08	654-47	.....	"	572-39	72·3
Mixed grain.....Lbs.	3,984,200	3,982,050	.....	2,150	.....	"	2,150	32·5 per 60,000 lbs.
Screenings.....Tons	5,149-0460	5,143-1680	.....	5-0780	.....	"	5-0780	2·0 per ton

PORT STANLEY—EMPIRE FLOUR MILLS CO., LTD.

Wheat	361,046-30	360,189-00	.....	857-30	50-00	Short	807-30	134·2

QUEBEC—HARBOUR COMMISSIONERS, LTD.

Wheat	572,121-20	570,319-15	11-10	1,813-15	1,461-40	Short	340-25	35·7
Oats	494,580-07	493,631-06	.....	949-01	145-00	"	804-01	55·2
Mixed grain.....Lbs.	14,518,837	14,483,820	.....	35,017	28,627	"	6,390	26·4 per 60,000 lbs

TIFFIN—ABERDEEN ELEVATOR CO., LTD.

Wheat	3,579,824-40	3,578,586-40	168-40	1,406-40	150-10	Short	1,087-50	18·2
Oats	1,004,273-33	1,002,925-10	.....	1,348-23	677-00	"	671-33	22·7
Barley	429,358-34	428,936-26	.....	422-08	60-00	"	362-08	40·5
Rye	55,000-00	54,957-18	.....	42-38	.....	"	42-38	43·4
Screenings.....Tons	1,515-1890	1,515-1160	.....	0-0730	.....	"	0-0730	0·4 per ton

*From reports received from unloading Ports.

TABLE No. 45.—Out-turns of Lake shipments loaded af Fort William and Port Arthur, Season of Navigation 1923, by grains and Ports of destination—*Continued*

TIFFIN—CANADIAN NATIONAL RAILWAY ELEVATOR

Kind of Grain	Total Amount of Bills of Lading	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overage or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs. per 1,000 bush.
Wheat	14,386,290-40	14,383,923-30	3,864-20	6,231-30	1,589-40	Short	777-30	3·2
Oats	2,049,451-02	2,048,499-24	148-32	1,100-10	.....	"	951-12	15·7
Barley	718,483-04	718,920-30	669-02	231-24	.....	Over	437-26	29·2
Rye	112,500-00	112,609-06	109-06	.....	.....	"	109-06	54·0
Mixed grain.....Lbs.	6,487,360	6,495,310	9,690	1,740	.....	"	7,950	73·6 per 60,000 lbs.
Screenings	12,853-1610	12,845-0200	0-1100	9-0510	.....	Short	8-1410	1·3 per ton
To Europe—								
Wheat	222,143-20	222,143-20	.....	.....	.....	.....	.....	.....
Rye	18,691-24	18,691-24	.....	.....	.....	.....	.....	.....
Mixed grain.....Lbs.	1,097,734	1,097,734	.....	.....	.....	.....	.....	.....

BUFFALO

To United States Ports—								
Wheat	100,946,842-30	100,884,110-10	15,204-20	77,936-40	13,657-20	Short	49,075-00	29·1
Oats	4,284,999-21	4,277,859-01	285-24	7,426-10	857-24	"	6,382-30	50·6
Barley	4,291,625-29	4,285,473-15	381-27	6,533-41	567-07	"	5,585-07	62·4
Flaxseed	1,893,396-54	1,887,998-43	213-00	5,611-11	144-00	"	5,254-11	155·4
Rye	3,930,455-43	3,925,818-16	288-22	4,925-49	65-00	"	4,572-27	65·1
Mixed grain.....Lbs.	85,949,244	85,861,332	12,360	100,272	2,800	"	85,112	59·4 per 60,000 lbs.
Screenings.....Tons	14,359-1266	14,354-0638	0-1554	6-0182	.....	"	5-0628	0·7 per ton

CHICAGO

Wheat	198,762-30	198,733-10	.....	29-20	85-00	Over	55-40	16·7
Flaxseed	137,953-06	137,965-20	22-24	10-10	10-10	"	22-24	9·1

CLEVELAND

Wheat	278,555-00	278,126-20	30-30	459-10	135-00	Short	293-40	63·1

DETROIT

Wheat	564,860-40	564,689-55	105-45	276-30	186-10	Over	15-25	1·6

DULUTH—SUPERIOR

Wheat	1,773,676-50	1,770,996-50	212-10	2,892-10	279-30	Short	2,400-30	81·1
Flaxseed	504,467-10	504,332-28	86-25	221-07	.....	"	134-38	14·9
Screenings.....Tons	68,017-1230	67,851-1970	76-0180	241-1440	.....	"	165-1260	4·8 per ton

ERIE

Wheat	8,830,255-50	8,826,511-00	.....	3,744-50	1,302-10	Short	2,442-40	16·5

FAIRPORT

To United States Ports— (Cont'd)								
Wheat	2,082,555-40	2,082,483-00	386-30	459-10	50-00	Short	22-40	0·6

*From reports received from unloading Ports.

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TABLE No. 45.—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Season of Navigation 1923, by grains and Ports of destination—*Concluded*

PORT HURON

Kind of Grain	Total Amount of Bills of Lading	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overages or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs. per 1,000 bush.
Wheat	651,159-40	651,033-20	159-20	285-40	10-00	Short	116-20	10·7

TOLEDO

Wheat	9,841,664-50	9,829,301-00	1,257-50	13,121-40	10,668-10	Short	1,195-40	7·2
Rye	369,621-14	368,021-44	.....	1,599-26	.....	"	1,599-26	242·0
Mixed grain.....Lbs.	4,099,964	4,100,800	836	.....	.....	Over	836	12·2 per 60,000 lbs.

TOTALS

To Canadian Post—								
Wheat	119,184,441-20	119,137,073-15	20,520-50	67,888-55	16,215-20	Short	31,152-45	15·6
Oats	24,229,702-27	24,208,952-07	3,528-19	24,279-05	3,450-13	"	17,300-07	24·2
Barley	9,893,574-36	9,889,349-34	3,943-08	8,168-10	1,718-06	"	2,506-44	12·1
Flaxseed	598,259-38	597,690-30	102-38	664-48	168-06	"	394-02	36·9
Rye	2,140,951-27	2,139,288-12	310-20	1,973-35	240-00	"	1,423-15	37·2
Mixed grain.....Lbs.	89,161,694	89,089,034	26,179	98,839	32,247	"	40,413	27·2 per 60,000 lbs.
Screenings.....Tons	52,765-1950	52,719-0158	4-0750	51-0542	1-0400	"	45-1392	1·7 per ton
To United States Ports—								
Wheat	125,168,333-30	125,086,484-45	17,356-25	99,205-10	26,373-20	Short	55,475-25	26·6
Oats	4,284,999-21	4,277,859-01	285-24	7,426-10	857-24	"	6,282-30	49·8
Barley	4,291,625-29	4,285,473-15	381-27	6,533-41	567-07	"	5,585-07	62·4
Flaxseed	2,535,817-14	2,530,296-35	321-49	5,842-28	154-10	"	5,366-25	118·5
Rye	4,300,077-01	4,293,840-04	288-22	6,525-19	65-00	"	6,171-53	80·4
Mixed grain.....Lbs.	90,049,208	89,962,132	13,196	100,272	2,800	"	84,276	56·1 per 60,000 lbs.
Screenings.....Tons	82,377-0496	82,206-0608	76-1734	247-1622	.....	"	170-1888	4·1 per ton
To Europe—								
Wheat	222,143-20	222,143-20	.....	.....	.....	.....	.....	.....
Rye	18,691-24	18,691-24	.....	.....	.....	.....	.....	.....
Mixed grain.....Lbs.	1,097,734	1,097,734	.....	.....	.....	.....	.....	.....

GRAND TOTALS—CANADIAN AND UNITED STATES PORTS AND EUROPE

Wheat	244,574,918-10	244,445,701-20	37,877-15	167,094-05	42,588-40	Short	86,628-10	21·2
Oats	28,514,702-14	28,486,811-08	3,814-09	31,705-15	4,308-03	"	23,583-03	28·1
Barley	14,185,200-17	14,174,823-01	4,324-35	14,702-03	2,285-13	"	8,092-03	27·4
Flaxseed	3,134,069-52	3,127,987-09	424-31	6,507-18	322-16	"	5,760-27	102·9
Rye	6,459,719-52	6,451,819-40	598-42	8,498-54	305-00	"	7,595-12	65·8
Mixed grain.....Lbs.	180,308,636	180,148,900	39,375	199,111	35,047	"	124,689	41·5 per 60,000 lbs.
Screenings.....Tons	135,143-0446	134,925-0766	81-0484	299-0164	1-0400	"	216-1280	3·2 per ton

TABLE No. 46.—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Crop Year period 1923-24 (September 1 to July 31) by Canadian, United States and Foreign Steamship Lines

CANADIAN STEAMSHIP COMPANIES

Kind of Grain	Total Amount of Bills of Lading	*Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overage or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs. per 1,000 bush.
Wheat	133,731,432-50	133,670,861-15	23,779-50	84,351-25	12,504-40	Short	48,066-55	21·6
Oats	32,345,232-23	32,313,910-31	4,,032-30	35,354-22	3,646-13	"	27,675-13	29·1
Barley	8,586,748-44	8,584,017-30	4,450-07	7,181-21	168-07	"	2,563-07	14·3
Flaxseed	820,211-41	819,795-50	128-19	544-10	55-00	"	360-47	24·6
Rye	1,043,152-53	1,042,040-32	14-00	1,126-51	.....	"	1,112-51	59·8
Mixed Grain.....lbs.	80,339,773	80,281,280	16,111	74,604	30,547	"	27,946	20·9 per 60,000 lbs.
Screenings.....tons	140,936-1930	140,689-0340	60-0960	308-0550	10-1160	"	237-0430	3·4 per ton

UNITED STATES STEAMSHIP

Wheat	139,545,893-50	139,457,227-45	15,743-35	104,409-40	24,994-10	Short	63,671-55	27·4
Oats	11,421,536-15	11,406,313-26	906-06	16,128-29	3,112-24	"	13,109-33	39·0
Barley	3,725,219-17	3,720,122-26	379-25	5,475-16	1,044-00	"	4,051-39	53·2
Flaxseed	3,349,340-48	3,343,038-31	539-38	6,841-55	279-50	"	6,022-23	100·7
Rye	2,958,749-53	2,954,043-44	111-30	4,817-39	65-00	"	4,641-09	57·8
Mixed Grain.....lbs.	100,076,285	100,023,388	26,095	78,992	4,200	"	48,697	29·2 per 60,000 lbs.
Screenings.....tons	22,525-1706	22-528-0764	45-1704	43-0646	.....	Over	2-1058	0·2 per ton

FOREIGN STEAMSHIPS

Wheat	1,273,926-40	1,272,874-20	149-30	1,201-50	20-00	Short	1,032-20	48·6
Barley	91,379-28	91,273-00	.....	106-28	.....	"	106-28	56·2
Rye	18,691-24	18,691-24	.....	.....	.....	"	.....	.....
Mixed Grain.....lbs.	1,097,734	1,097,734	.....	.....	.....	"	.....	.....
Screenings.....tons	799-1080	790-1750	.....	8-1330	.....	"	8-1330	21·7per ton

GRAND TOTALS—GRAIN SHIPPED

Wheat	274,551,253-20	274,400,963-20	39,672-55	189,962-55	37,518-50	Short	112,771-10	24·6
Oats	43,766,768-04	43,720,224-23	4,939-02	51,482-17	5,759-03	"	40,785-12	31·7
Barley	12,403,346-41	12,395,413-08	4,829-32	12,763-17	1,212-07	"	6,721-28	26·0
Flaxseed	4,169,552-33	4,162,834-25	669-01	7,386-09	334-50	"	6,383-14	65·7
Rye	4,020,594-18	4,014,775-14	125-30	5,944-34	65-00	"	5,754-04	80·1
Mixed Grain.....lbs.	181,513,792	181,402,402	42,206	153,596	34,747	"	76,643	25·3 per 60,000 lbs.
Screenings.....tons	164,262-0716	164,008-0854	106-0664	360-0526	10-1160	"	243-0702	0·3per ton

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Table No. 47.—Out-turns of Lake Shipments loaded at Fort William and Port Arthur, Crop Year period, 1923-24 (September 1 to July 31), by Canadian, United States and European Ports

CANADIAN PORTS

Kind of Grain	*Total Amount of Bills of Lading	Total Amount of Out-turns	Total of Overages	Total of Shortages	Total of Damaged Grain	Net overage or shortage after allowing for Damaged Grain		
	Bush.	Bush.	Bush.	Bush.	Bush.		Bush.	Lbs. per 1,000 bush.
Wheat	126,084,538-40	126,030,523-35	21,699-00	75,714-05	12,011-10	Short	42,003-55	20·0
Oats	30,307,480-02	30,279,487-28	3,931-24	31,923-32	3,181-13	"	24,810-29	27·7
Barley	7,852,846-27	7,851,726-22	4,332-13	5,452-18	135-00	"	985-05	6·0
Flaxseed	577,818-06	577,365-50	109-46	562-02	55-00	"	397-12	38·5
Rye	536,856-24	536,389-02	.....	467-22	.....	"	467-22	48·7
Mixed Grain.....lbs.	68,204,112	68,161,040	16,111	59,183	30,547	"	12,525	11·0 per 60,000 lbs.
Screenings.....tons	73,784-1500	73,713-1672	8-1920	79-1748	10-1160	"	60-0668	1·6 per ton

UNITED STATES PORTS

Wheat	148,244,571-20	148,148,296-25	18,008-25	114,283-20	25,507-40	Short	70,767-15	28·6
Oats	13,459,289-02	13,440,736-29	1,007-12	19,559-19	2,577-24	"	15,974-17	40·4
Barley	4,550,500-14	4,543,686-34	500-25	7,314-05	1,077-07	"	5,736-21	60·5
Flaxseed	3,591,734-27	3,585,468-31	576-03	6,841-55	279-50	"	5,986-02	93·3
Rye	3,465,046-26	3,459,694-44	125-30	5,477-12	65-00	"	5,286-38	85·4
Mixed Grain.....lbs.	112,211,946	112,143,628	26,095	94,413	4,200	"	64,118	34·2 per 60,000 lbs.
Screenings.....tons	90,477-1216	90,294-1182	97-0744	280-0778	.....	"	183-0034	0·4 per ton

EUROPEAN PORTS

Wheat	222,143-20	222,143-20	.....	.....	.....	.....	.....	.....
Rye	18,691-24	18,691-24	.....	.....	.....	.....	.....	.....
Mixed Grain.....lbs.	1,097,734	1,097,734	.....	.....	.....	.....	.....	.....

GRAND TOTALS

Wheat	274,551,253-20	274,400,963-20	39,707-25	189,997-25	37,518-50	Short	112,771 00	24·6
Oats	43,766,769-04	43,720,224-23	4,939-02	51,483-17	5,759-03	"	40,785 12	31·7
Barley	12,403,346-41	12,395,413-08	4,832-38	12,766-23	1,212-07	"	6,721-26	26·0
Flaxseed	4,169,552-33	4,162,834-25	685-49	7,404-01	334-50	"	6,383-14	85·7
Rye	4,020,594-18	4,014,775-14	125-30	5,944-34	65-00	"	5,754-04	80·1
Mixed Grain.....lbs.	181,513,792	181,402,402	42,206	153,596	34,747	"	76,643	25·3 per 60,000 lbs.
Screenings.....tons	164,262,0716	164,008,0854	106,0664	360,0536	10-1160	"	243-0702	0·3 per ton

Table No. 48.—Shipments of Grain by Lake and All-Rail Route from Fort William and Port Arthur for the Crop Year 1922-23 and the Crop Year period 1923-24 (September 1, 1923, to July 31, 1924)

Grain	1922-23			1923-24		
	Lake	Rail	Total	Lake	Rail	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat—						
No. 1 Hard	194,332	15,082	209,415	5,127	2,072	7,199
No. 1 Northern	161,163,188	10,403,003	171,566,191	121,658,065	1,352,152	123,010,217
No. 2 Northern	42,246,139	2,654,096	44,900,235	62,270,524	1,133,044	63,403,568
No. 3 Northern	17,452,653	3,555,095	21,007,707	64,423,727	3,564,031	67,987,758
Sundry Grades	8,761,972	1,796,027	10,557,999	26,558,361	1,756,605	28,314,966
Total, Wheat	229,818,244	18,423,303	248,241,547	274,915,804	7,807,904	282,723,708
Oats	20,051,015	6,235,265	26,286,280	44,746,306	4,042,063	48,788,369
Barley	13,983,057	1,823,377	15,806,434	12,816,390	2,066,870	14,883,260
Flaxseed	2,007,798	680,830	2,688,628	4,063,251	364,258	4,427,509
Rye	11,466,293	11,674	11,477,967	5,707,443	65,066	5,772,509
Total, Grain	277,326,407	27,174,449	304,500,856	342,249,194	14,346,161	356,595,355
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Mixed Grain	16,408,720	10,604,060	27,012,780	18,586,735	9,243,970	27,830,705

Table No. 49.—Shipments *to points outside the Division* from Public, Private Interior Terminal and Country Elevators in the Western Grain Inspection Division, Crop Year period 1923-24

—	Wheat	Oats	Barley	Flaxseed	Rye	Total	Mixed Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Canadian Seaboard (Eastern)	935,905	1,211,219	664,267	38,055	.....	2,849,446	4,770,340
Canadian Domestic (Eastern)	5,599,081	8,078,241	698,758	360,969	149,435	14,886,484	3,519,078
United States Seaboard	396,726	824,421	1,186,679	4,630	5,809	2,418,265	468,822
United States Domestic points	87,309	216,651	2,632	77,175	5,687	389,454	8,100
Ocean Shipments via Vancouver	52,120,339	1,002,905	62,953	.....	328,863	53,515,060	.....
Total—Rail and Ocean (11 mos.)	59,139,360	11,333,437	2,615,289	480,829	489,794	74,058,709	8,766,340
" August—Rail (W. Division)	25,462	86,395	6,255	4,841	10,619	133,572	505,610
" Vancouver—Ocean	724,237	43,951	.....	.....	.....	768,188	.....
Grand Total {12 months—Rail, W. Division	7,044,483	10,416,92	72,558,591	485,670	171,550	20,677,221	9,271,950
Grand Total {12 months—Ocean, Vancouver	52,844,576	1,046,856	62,953	.....	328,863	54,283,248	.....

Table No. 50.—Rail Shipments from Public and Private Terminal Elevators at Fort William and Port Arthur during the Crop Year period 1923-24

—	Wheat	Oats	Barley	Flax	Rye	Total	Mixed Grain	Screenings and Scalpings	Spelts
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Canadian Seaboard	798,628	538,912	600,966	38,055	.....	1,976,561	4,770,340	9,490,700	.....
Canadian Domestic (Eastern)	3,912,074	2,579,591	258,270	317,265	59,168	7,126,368	3,443,458	34,342,576	52,300
Canadian Domestic (Western)	.....	.....	.....	.....	.....	.....	.....	2,097,260	.....
United States Seaboard	396,726	405,331	1,150,654	.....	5,809	1,958,520	468,822	11,903,330	.....
United States Domestic	2,369	22,682	.....	8,938	.....	33,989	8,100	70,084,236	.....
Ogilvie Flour Mills	2,696,386	494,336	56,980	.....	89	3,247,791	547,560	17,180,270	.....
Local Consumption	1,721	1,211	.....	.....	.....	2,932	3,690	1,091,770	.....
Total	7,807,904	4,042,063	2,066,870	364,258	65,066	14,346,161	9,243,970	146,190,142	52,300

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TABLE No. 51.—Rail Shipments from Elevators and Mills in Winnipeg during the Crop Year period 1923-24 (September 1, 1923, to July 31, 1924)

Destined to	Wheat	Oats	Barley	Flaxseed	Rye	Buck-wheat	Total	Screen-ings and Scalpings
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
Canadian Seaboard	69,420	632,875	46,400	.....	.....	.....	748,695	2,100,000
United States Seaboard	.....	412,925	31,900	.....	.....	1,000	445,825	3,480,000
United States Domestic	5,340	163,925	.....	9,360	.....	.....	178,625	5,400,000
Canadian Domestic (Eastern)	368,460	3,660,300	97,150	.....	5,220	.....	4,131,130	1,440,000
Canadian Domestic (Western)	44,055	255,225	79,750	1,170	1,305	.....	381,505	5,880,000
Fort William-Port Arthur	2,704,710	4,907,375	253,750	7,020	56,115	.....	7,928,970	4,440,000
Total	3,191,985	10,032,625	508,950	17,550	62,640	1,000	13,814,750	22,740,000

TABLE No. 52.—Rail Shipments from Canadian Government Interior Terminal Elevators at Calgary, Moose Jaw and Saskatoon, Crop Year period 1923-24 (September 1 to July 31)

Destination	Wheat	Oats	Barley	Flaxseed	Rye	Total	Mixed Grain
	bush.	bush.	bush.	bush.	bush.	bush.	lbs.
Canadian Seaboard (Eastern)	67,857	39,432	16,901	.....	.....	124,190	.....
Canadian Seaboard (Western)	68,622	134,027	9,826	.....	.....	212,475	168,350
United States Seaboard (Eastern)	.....	3,294	4,125	.....	.....	7,419	.....
United States Seaboard (Western)	.....	.....	.....	4,630	.....	4,630	.....
United States Domestic Points	15,469	24,718	.....	22,753	.....	62,940	.....
Canadian Domestic Points (Eastern)	245,762	151,958	2,583	.....	.....	400,303	75,620
Canadian Domestic Points (Western)	331,757	555,784	251,717	12,210	9,789	1,161,257	589,800
Vancouver, Harbour Commrs. Elevator	2,304,655	337,949	36,844	.....	111,471	2,790,919	.....
Vancouver, sacked grain for export	651,781	.....	.....	.....	.....	651,781	.....
Fort William-Port Arthur Elevators	3,440,864	2,408,232	68,025	4,012	46,500	5,967,633	195,650
Total	7,126,767	3,655,394	390,021	43,605	167,760	11,383,547	1,029,420

TABLE No. 53.—Shipments from Country Elevators to points outside the Western Grain Inspection Division, Crop Year period 1923-24 (September 1, 1923, to July 31, 1924)

Disposition	Wheat	Oats	Barley	Flaxseed	Rye	Total
	bush.	bush.	bush.	bush.	bush.	bush.
Canadian points east of Port Arthur	1,072,785	1,686,392	340,755	43,704	85,047	3,228,683
United States Domestic points	64,131	5,326	2,632	36,124	5,687	113,900
United States Seaboard	.....	2,800	.....	.....	.....	2,800
Ocean Shipments via Vancouver	34,449	262,966	.....	.....	.....	297,415
Destroyed by fire	17,858	15,837	1,676	.....	1,587	36,958
Total	1,189,223	1,973,321	345,063	79,828	92,321	3,679,756

TABLE No. 54.—Rail Shipments from Western Canadian Points to Eastern Canada, Crop Year period 1923-24

	Wheat	Oats	Barley	Flaxseed	Rye
1923	net bush.	net bush.	net bush.	net bush.	net bush.
September—					
Via Canadian Pacific Railway Co	17,433	61,224	6,958	.....	.....
Via Canadian National Railways	13,650	57,710	21,732	.....	.....
Total	31,083	118,934	28,690	.....	.....
October—					
Via Canadian Pacific Railway Co	25,767	318,763	8,499	1,178	.....
Via Canadian National Railways	13,611	355,914	21,750	.....	.....
Total	39,378	674,677	30,249	1,178	.....
November—					
Via Canadian Pacific Railway Co	5,099	247,174	7,224	1,642	.....
Via Canadian National Railways	24,787	185,464	6,948	7,960	1,069
Total	29,886	432,638	14,172	9,602	1,069
December—					
Via Canadian Pacific Railway Co	89,332	584,175	10,969	1,642	.....
Via Canadian National Railways	35,728	441,256	8,513	2,357	.....
Total	125,060	1,025,431	19,482	3,999	.....
1924					
January—					
Via Canadian Pacific Railway Co	49,065	477,998	65,915	.....	.....
Via Canadian National Railways	48,965	527,053	33,855	.....	.....
Total	98,030	1,005,051	99,770	.....	.....
February—					
Via Canadian Pacific Railway Co	23,558	392,174	22,874	.....	.....
Via Canadian National Railways	267,772	454,668	40,537	.....	.....
Total	291,330	846,842	63,411	.....	.....
March—					
Via Canadian Pacific Railway Co	7,232	407,703	13,207	7,999	2,000
Via Canadian National Railways	338,774	748,207	19,371	.....	.....
Total	346,006	1,155,910	32,578	7,999	2,000
April—					
Via Canadian Pacific Railway Co	8,766	171,645	3,041	.....	.....
Via Canadian National Railways	30,426	356,501	5,000	.....	1,864
Total	39,192	528,146	8,041	.....	1,864
May—					
Via Canadian Pacific Railway Co	.....	39,704	.....	.....	.....
Via Canadian National Railways	9,867	32,512	.....	.....	.....
Total	9,867	72,216	.....	.....	.....
June—					
Via Canadian Pacific Railway Co	1,500	35,173	.....	.....	2,142
Via Canadian National Railways	20,733	36,948	.....	.....	.....
Total	22,233	72,121	.....	.....	2,142
July—					
Via Canadian Pacific Railway Co	.....	8,293	.....	.....	.....
Via Canadian National Railways	2,567	20,203	1,375	.....	.....
Total	2,567	28,496	1,375	.....	.....
Total Via Canadian Pacific Railway Co	227,752	2,744,026	138,687	12,461	4,142
Total Via Canadian National Railways	806,880	3,216,436	159,081	10,317	2,933
Grand Totals	1,034,632	5,960,462	297,768	22,778	7,075

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TABLE No. 55.—Summary of all Shipments from the Western Division by Grains during the Crop Year 1923-24

—	Wheat	Oats	Barley	Flax	Rye	Total	Mixed Grain
	bush.	bush.	bush.	bush.	bush.	bush.	lbs.
Shipments from Fort William and Port Arthur—							
Water, Canadian Ports, 12 ms.	132,923,917	32,306,500	8,368,042	627,123	713,091	174,938,673	72,718,482
Water, U.S. Ports	150,478,962	13,733,099	5,103,245	3,781,569	3,507,630	176,604,505	112,211,946
Water, Europe (Direct)	222,143	.....	.....	.....	18,691	240,834	1,097,734
Lost in wrecks	195,563	159,999	.....	.....	.....	355,562	.....
Total	283,820,585	46,199,598	13,471,287	4,408,692	4,239,412	352,139,574	186,028,162
Rail	7,044,483	10,416,927	2,558,591	485,670	171,550	20,677,221	9,271,950
All Rail shipments—not touching Ft. William and Port Arthur 12 ms.	807,747	3,252,530	159,081	10,317	2,933	4,232,608	.....
All Rail—South	381,660	354,158	3,749	138,175	48	877,790	.....
All Water—from Vancouver	53,809,505	1,632,543	46,285	.....	292,849	55,781,182	.....
Total	345,863,980	61,855,756	16,238,993	5,042,854	4,706,792	433,708,375	.....

NOTE.—Exports shipments billed "through" but leaving Canada via Ports of exit in the Eastern Division are shown in later statements as entering and leavnig the Eastern pool.

PUBLIC ELEVATORS IN THE EAST—CANADIAN GRAIN

TABLE No. 56.—Annual Handlings of Canadian Grain at Public Elevators in the East, by Crop Years, 1919-20 to 1923-24

Total Handled	Wheat	Oats	Barley	Flax	Rye	Total Grain
(Receipts plus carry-over)	bush.	bush.	bush.	bush.	bush.	bush.
1919-1920	141,641,693	17,091,582	12,315,737	225,152	1,170,346	172,444,510
1920-1921	99,222,288	56,920,476	15,122,141	933,160	1,322,315	173,520,380
1921-1922	120,870,258	50,187,467	16,365,929	1,170,635	2,270,964	190,865,253
1922-1923	195,912,085	32,097,720	14,790,852	501,979	3,418,010	246,720,646
1923-1924 (11 mos.)	206,165,938	45,066,591	14,977,073	604,504	3,175,854	269,989,960
1923-1924 (12 mos.)	223,719,604	49,154,956	15,562,501	653,807	3,377,790	292,468,658
Shipments						
1919-1920	137,325,174	16,851,459	11,978,427	203,521	1,170,340	167,528,921
1920-1921	98,073,242	52,455,177	14,707,981	870,279	1,298,940	167,405,619
1921-1922	119,186,498	49,098,234	16,273,586	1,156,145	2,262,807	187,977,270
1922-1923	194,426,412	30,625,863	13,832,147	489,529	2,191,775	241,565,726
1923-1924 (11 mos.)	199,003,714	41,253,151	14,632,029	604,501	3,099,552	258,592,947
1923-1924 (12 mos.)	216,711,059	44,512,029	15,297,057	604,501	3,237,745	280,362,391

TABLE No. 57.—Total Receipts of Canadian Grain, 1919-20 to Crop Year period 1923-24, Classified by Ownership of Elevators

Crop Years— Sept. 1st–August 31st	Canadian National Railways	Harbour Commissioners	Railway Companies	Owned and operated by grain Dealers	Owner and operated by other companies than grain Dealers	Elevators operated by Govt. through Railways and Canals Dept.
	bush.	bush.	bush.	bush.	bush.	bush.
1919-1920	5,419,467	38,993,581	57,928,589	55,227,185	14,875,688	.....
1920-1921	1,280,802	45,948,930	51,546,188	45,636,590	14,819,926	14,287,944
1921-1922	1,882,021	47,033,089	45,951,855	56,984,736	14,137,708	24,972,801
1922-1923	13,821,285	94,609,571	40,034,598	61,048,355	.....	37,203,589
1923-1924 (11 months)	22,130,878	94,324,103	39,528,533	77,430,352	.....	36,576,094

TABLE No. 58.—Annual Handlings of Canadian Grain in Public Elevators in the East, during the Crop Year period 1923-24

ALL ELEVATORS (Capacity 37,460,000 bushels)

—	Wheat	Oats	Barley	Flax	Rye	Total Grain
	bush.	bush.	bush.	bush.	bush.	bush.
On hand, Sept. 1, 1923	1,059,272	1,468,696	930,457	.....	1,226,236	4,684,661
Gross receipts—						
Water	166,091,922	35,317,132	10,659,594	604,186	1,310,778	213,983,612
Rail	39,014,744	8,280,763	3,387,022	318	638,840	51,321,687
Total handled	206,165,938	45,066,591	14,977,073	604,504	3,175,854	269,989,960
Gross shipments—						
Water	116,839,101	15,728,048	9,759,417	.....	2,415,915	144,742,481
Rail	82,164,613	25,525,103	4,872,612	604,501	683,637	113,850,466
Total shipments	199,003,714	41,253,151	14,632,029	604,501	3,099,552	258,592,947
In store (per E. 23 form) as July 31, 1924	7,162,121	3,813,366	345,025	.....	76,298	11,396,810

ELEVATOR IN PORT McNICOLL (Capacity 4,200,000)

On hand, Sept. 1, 1923	45,847	.....	62,258	.....	185,082	293,187
Gross receipts—						
Water	20,675,635	4,176,849	1,379,451	268,860	.....	26,500,795
Total handled	20,721,482	4,176,849	1,441,709	268,860	185,082	26,793,982
Gross shipments—						
Rail	20,447,060	3,888,365	1,368,958	268,857	185,082	26,158,322
In store, July 31, 1924	274,399	288,474	72,746	.....	.....	635,619

C.N.R. ELEVATOR AT TIFFIN (Capacity 4,500,000 bushels)

On hand, Sept. 1, 1923	196	2,700	.....	.....	.....	2,896
Gross receipts—						
Water	13,098,114	2,342,855	1,323,701	.....	.....	16,764,670
Total handled	13,098,310	2,345,555	1,323,701	.....	.....	16,767,566
Gross shipments—						
Rail	13,097,991	2,280,372	1,323,699	.....	.....	16,702,062
In store, July 31, 1924	302	65,170	.....	.....	.....	65,472

ABERDEEN ELEVATOR CO. (Capacity 1,000,000 bushels)

On hand, Sept. 1, 1923	200	231	.....	.....	.....	431
Gross receipts—						
Water	3,763,486	3,999,514	428,935	.....	54,957	8,246,892
Total handled	3,763,686	3,999,745	428,935	.....	54,957	8,247,323
Gross shipments—						
Rail	3,759,819	3,408,041	428,935	.....	54,957	7,651,752
In store, July 31, 1924	3,863	591,700	.....	.....	.....	595,563

ELEVATORS IN TIFFIN, ONT. (Capacity 5,500,000 bushels)

On hand, Sept. 1, 1923	396	2,931	.....	.....	.....	3,327
Gross receipts—						
Water	16,861,600	6,342,369	1,752,636	.....	54,957	25,011,562
Total handled	16,861,996	6,345,300	1,752,636	.....	54,957	25,014,889
Gross shipments—						
Rail	16,857,810	5,688,413	1,752,634	.....	54,957	24,353,814
In store, July 31, 1924	4,165	656,870	.....	.....	.....	661,035

MIDLAND ELEVATOR CO. (Capacity 3,000,000 bushels)

On hand, Sept. 1, 1923	140,000	35,000	.....	.....	440,411	615,411
Gross receipts—						
Water	8,685,607	4,203,843	517,123	.....	.....	13,406,573
Total handled	8,825,607	4,238,843	517,123	.....	440,411	14,021,984
Gross shipments—						
Rail	8,710,607	3,287,331	517,123	.....	440,411	12,955,472
In store, July 31, 1924	115,000	951,512	.....	.....	.....	1,066,512

C.N.R. ELEVATOR, DEPOT HARBOUR (Capacity 1,750,000 bushels)

Gross receipts—						
Water	1,356,158	1,311,749	.....	.....	.....	2,667,907
Gross shipments—						
Rail	1,356,158	1,114,538	.....	.....	.....	2,470,696
In store, Aug. 31, 1924	.....	197,211	.....	.....	.....	197,211

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TABLE No. 58.—Annual Handlings of Canadian Grain in Public Elevators in the East, during the Crop Year period 1923-24—*Continued*

GODERICH ELEVATOR AND TRANSIT CO. (Capacity 1,000,000 bushels)

—	Wheat	Oats	Barley	Flax	Rye	Total Grain
	bush.	bush.	bush.	bush.	bush.	bush.
On hand, Sept. 1, 1923	123,121	44,748	.....	.....	.....	167,869
Gross receipts—						
Water	10,493,265	5,613,080	451,527	115,492	.....	16,673,364
Total handled	10,616,386	5,657,828	451,527	115,492	.....	16,841,233
Gross shipments—						
Rail	9,981,279	5,246,928	390,371	‖115,492	.....	15,734,070
In store, July 31, 1924	635,097	410,896	61,153	.....	.....	1,107,146

WESTERN CANADA FLOUR MILLS (Capacity, 600,000 bushels)

On hand, Sept. 1, 1923	89,139	.....	.....	.....	.....	89,139
Gross receipts—						
Water	2,687,782	358,146	.....	.....	.....	3,045,928
Total handled	2,776,921	358,146	.....	.....	.....	3,135,067
Gross shipments—						
Rail	2,643,515	222,251	.....	.....	.....	2,865,766
In store, July 31, 1924	133,406	135,895	.....	.....	.....	269,301

ELEVATORS IN GODERICH (Capacity 1,600,000 bushels)

On hand, Sept. 1, 1923	212,260	44,748	.....	.....	.....	257,008
Gross receipts—						
Water	13,181,047	5,971,226	451,527	115,492	.....	19,719,292
Total handled	13,393,307	6,015,974	451,527	115,492	.....	19,976,300
Gross shipments—						
Rail	12,624,794	5,469,179	390,371	115,492	.....	18,599,836
In store, July 31, 1924	768,503	546,791	61,153	.....	.....	1,376,447

MAPLE LEAF MILLING CO., PORT COLBORNE (Capacity 1,500,000 bushels)

On hand, Sept. 1, 1923	54,002	27,205	.....	.....	.....	81,207
Gross receipts—						
Water	24,237,620	1,188,461	277,051	.....	151,646	25,854,778
Rail	212,586	166,578	.....	.....	.....	379,164
Total handled	24,504,208	1,382,244	277,051	.....	151,646	26,315,149
Gross shipments—						
Water	12,695,473	798,778	277,051	.....	151,646	13,922,948
Rail	*10,701,789	565,580	.....	.....	.....	11,267,369
Total shipments	23,397,262	1,364,358	277,051	.....	151,646	25,190,317
In store, July 31, 1924	1,106,937	17,885	.....	.....	.....	1,124,822

CANADIAN GOVERNMENT ELEVATOR, PORT COLBORNE (Capacity 2,000,000 bushels)

On hand, Sept. 1, 1923	94,746	17,769	181,514	.....	59,281	353,310
Gross receipts—						
Water	30,621,896	3,142,813	1,723,030	.....	735,045	36,222,784
Total handled	30,716,642	3,160,582	1,904,544	.....	794,326	36,576,094
Gross shipments—						
Rail	2,654,245	144,329	25,449	.....	.....	2,824,023
Water	26,840,378	3,005,772	1,869,226	.....	731,881	32,447,257
Total shipments	29,494,623	3,150,101	1,894,675	.....	731,881	35,271,280
In store, July 31, 1924	1,222,019	10,467	9,869	.....	62,445	1,304,800

ELEVATORS IN PORT COLBORNE (Capacity 3,500,000 bushels)

On hand, Sept. 1, 1923	148,748	44,974	181,514	.....	59,281	434,517
Gross receipts—						
Water	54,859,516	4,331,274	2,000,081	.....	886,691	62,077,562
Rail	212,586	166,578	.....	.....	.....	379,164
Total handled	55,220,850	4,542,826	2,181,595	.....	945,972	62,891,243
Gross shipments—						
Water	39,535,851	3,804,550	2,146,277	.....	883,527	46,370,205
Rail	†13,356,034	709,909	25,449	.....	.....	14,091,392
Total shipments	52,891,885	4,514,459	2,171,726	.....	883,527	60,461,597
In store, July 31, 1924	2,328,956	28,352	9,869	.....	62,445	2,429,622

*Includes grindings.
†Includes quantity milled.

TABLE No. 58.—Annual Handlings of Canadian Grain in Public Elevators in the East, during the Crop Year period 1923-24—*Continued*

RICHARDSON ELEVATOR IN KINGSTON (Capacity 250,000 bushels)

—	Wheat	Oats	Barley	Flax	Rye	Total Grain
	bush.	bush.	bush.	bush.	bush.	bush.
On hand, Sept. 1, 1923	.....	25,704	.....	.....	.....	25,704
Gross receipts—						
Rail	7,453	118,931	.....	.....	.....	126,384
Water	66,919	436,065	151,111	.....	.....	654,995
Total handled	74,372	581,600	151,111	.....	.....	807,083
Gross shipments—						
Rail	52,584	509,971	130,064	.....	.....	692,619
Water	1,522	54,637	21,047	.....	.....	77,206
Total shipments	54,106	564,608	151,111	.....	.....	769,825
In store, July 31, 1924	20,266	16,992	.....	.....	.....	37,258

HARBOUR COMMISSIONERS MONTREAL, Nos. 1, 2 AND B (Capacity 12,160,000 bushels)

On hand, Sept. 1, 1923	366,712	1,120,341	682,081	.....	541,462	2,710,596
Gross receipts—						
Water	46,799,799	6,894,268	4,407,665	219,834	369,130	58,690,696
Rail	23,226,674	3,674,367	1,692,461	318	871	28,594,691
Total handled	70,383,185	11,688,976	6,782,207	220,152	911,463	89,985,983
Gross shipments—						
Water	65,647,828	7,961,855	5,912,926	.....	894,419	80,417,028
Rail	1,905,384	3,024,304	669,389	220,152	3,187	5,822,416
Total shipments	67,553,212	10,986,159	6,582,315	220,152	897,606	86,239,444
In store, July 31, 1924	2,829,954	702,793	199,882	.....	13,853	3,746,482

THE ST. LAWRENCE FLOUR MILLS COMPANY LIMITED (Capacity 250,000 bushels)

On hand, Sept. 1, 1923	110,625	23,760	.....	.....	.....	134,385
Gross receipts—						
Water	1,892,873	65,233	.....	.....	.....	1,958,106
Rail	1,222,658	136,633	.....	.....	.....	1,359,291
Total handled	3,226,156	225,626	.....	.....	.....	3,451,782
Gross shipments—						
*Rail	3,056,024	210,783	.....	.....	.....	3,266,807
In store, July 31, 1924	170,132	14,843	.....	.....	.....	184,975

OGILVIE FLOUR MILLS CO. (Capacity 1,150,000 bushels)

On hand, Sept. 1, 1923	34,684	.....	.....	.....	.....	34,684
Gross receipts—						
Rail	4,411,052	160,790	4,205	.....	.....	4,576,047
Gross shipments—						
Total handled	4,445,736	160,790	4,205	.....	.....	4,610,731
Gross shipments—						
†Rail	3,794,977	160,788	4,205	.....	.....	3,959,970
In store, July 31, 1924	650,746	.....	.....	.....	.....	650,746

ELEVATORS IN MONTREAL (Capacity 13,560,000 bushels)

On hand, Sept. 1, 1923	512,021	1,144,101	682,081	.....	541,462	2,879,665
Gross receipts—						
Water	48,682,672	6,959,501	4,407,665	219,834	369,130	60,638,802
Rail	28,860,384	3,971,790	1,696,666	318	871	34,530,029
Total handled	78,055,077	12,075,392	6,786,412	220,152	911,463	98,048,496
Gross shipments—						
Water	65,647,828	7,961,855	5,912,926	.....	894,419	80,417,028
Rail	8,756,385	3,395,875	673,594	220,152	3,187	13,049,193
Total shipments	74,404,213	11,357,730	6,586,520	220,152	897,606	93,466,221
In store, July 31, 1924	3,650,832	717,636	199,882	.....	13,853	4,582,203

HARBOUR COMMISSIONERS ELEVATOR IN QUEBEC (Capacity 2,000,000 bushels)

On hand Sept. 1, 1923	.....	171,238	1,375	.....	.....	172,613
Gross receipts—						
Rail	638,105	210,087	11,191	.....	.....	859,383
Water	1,722,768	1,583,356	.....	.....	.....	3,306,124
Total handled	2,360,873	1,964,681	12,566	.....	.....	4,338,120
Gross shipments—						
Water	2,357,695	93,634	.....	.....	.....	2,451,329
Rail	3,181	1,461,522	12,565	.....	.....	1,477,268
Total shipments	2,360,876	1,555,156	12,565	.....	.....	3,928,597
In store, July 31, 1924	.....	409,528	.....	.....	.....	409,528

*Includes grindings. †Includes Grindings, Sales and Transfers.

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CANADA

TABLE No. 58—Annual Handlings of Canadian Grain in Public Elevators in the East, during the Crop Year period 1923-24—*Concluded*

ELEVATOR IN WEST ST. JOHN, N.B., C.P.R. (Capacity 1,700,000 bushels)

—	Wheat	Oats	Barley	Flax	Rye	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Gross receipts—						
Rail	7,400,123	3,403,013	1,549,972	.....	381,443	12,734,551
Gross shipments—						
Water	7,400,122	3,403,008	1,549,974	.....	381,443	12,734,547

ELEVATOR AT ST. JOHN, N.B., C.N.R. (Capacity 500,000 bushels)

On hand, Sept. 1, 1923	.....	.....	3,229	.....	.....	3,229
Gross receipts—						
Rail	1,896,093	410,364	129,193	.....	256,526	2,692,176
Total handled	1,896,093	410,364	132,422	.....	256,526	2,695,405
Gross shipments—						
Water	.....	.....	.....	.....	.....	.....
Rail	1,896,083	410,364	129,193	.....	256,526	2,692,166
Total shipments	1,896,083	410,364	1,854	.....	.....	1,854
In store, July 31, 1924	.....	.....	131,047	.....	256,526	2,694,020
			1,375	.....	.....	1,375

ELEVATORS AT ST. JOHN, N.B. (Capacity 2,200,000 bushels)

On hand, Sept. 1, 1923	.....	.....	3,229	.....	.....	3,229
Gross receipts—						
Rail	9,296,216	3,813,377	1,679,165	.....	637,969	15,426,727
Total handled	9,296,216	3,813,377	1,682,394	.....	637,969	15,429,956
Gross shipments—						
Water	.....	.....	.....	.....	.....	.....
Rail	9,296,205	3,813,372	1,679,167	.....	637,969	15,426,713
Total shipments	.....	.....	1,854	.....	.....	1,854
In store, July 31, 1924	9,296,205	3,813,372	1,681,021	.....	637,969	15,428,567
	.....	.....	1,375	.....	.....	1,375

TABLE No. 59—Summary of Annual Handlings of Canadian Grain in Public Elevators in the East by classes of ports, during the Crop Year period 1923-24

—	Wheat	Oats	Barley	Flax	Rye	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Georgian Bay Ports and Goderich—						
On Hand	398,503	82,679	62,258	.....	625,493	1,168,933
Receipts—Water	60,760,047	22,006,036	4,100,737	384,352	54,957	87,306,129
Total	61,158,550	22,088,715	4,162,995	384,352	680,450	88,475,062
Shipments—Rail	59,996,429	19,447,826	4,029,086	384,349	680,450	84,538,140
In Store	1,162,067	2,640,858	133,899	.....	.....	3,936,824
Lower Lake Ports—						
On Hand	148,748	70,678	181,514	.....	59,281	460,221
Receipts—Rail	220,039	285,509	.....	.....	.....	505,548
Water	54,926,435	4,768,239	2,151,192	.....	886,691	62,732,557
Total	55,295,222	5,124,426	2,332,706	.....	945,972	63,698,326
Shipments—Rail	13,408,618	1,219,880	155,513	.....	.....	14,784,011
Water	39,537,373	3,859,187	2,167,324	.....	883,527	46,447,411
In Store	2,349,222	45,344	9,869	.....	62,445	2,466,880
St. Lawrence Ports—						
On Hand	512,021	1,315,339	683,456	.....	541,462	3,052,278
Receipts—Rail	29,498,489	4,181,877	1,707,857	318	371	35,389,412
Water	50,405,440	8,542,857	4,407,665	219,834	369,130	63,944,926
Total	80,415,950	14,040,073	6,798,978	220,152	911,463	102,386,616
Shipments—Rail	8,759,566	4,857,397	686,159	220,152	3,187	14,526,461
Water	68,005,523	8,055,489	5,912,926	.....	894,419	82,868,357
In Store	3,650,832	1,127,164	199,882	.....	13,853	4,991,731
Seaboard Ports—						
On Hand	.....	.....	3,229	.....	.....	3,229
Receipts—Rail	9,296,216	3,813,377	1,679,165	.....	637,969	15,426,727
Total	9,296,216	3,813,377	1,682,394	.....	637,969	15,429,956
Shipments—Water	9,296,205	3,813,372	1,679,167	.....	637,969	15,426,713
Rail	.....	.....	1,854	.....	.....	1,854
In Store	.....	.....	1,375	.....	.....	1,375

TABLE No. 60.—Monthly Handlings of Canadian Grain in Public Elevators in the East, during the Crop Year period 1923-24

—	Wheat	Oats	Barley	Flax	Rye	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts—Water—						
September, 1923	7,096,057	990,589	1,675,058	26,829	905,818	10,694,351
October	27,563,541	2,233,566	2,116,275	173,979	125,705	32,213,066
November	38,525,036	6,746,889	2,101,213	228,825	54,957	47,656,920
December	11,083,581	4,077,965	886,981	103,512	.....	16,152,039
January, 1924	544,206	1,152,769	98,412	.....	.....	1,795,387
February	1,966,503	57,964	8,250	.....	.....	2,032,717
March	1,777,284	163,074	.....	.....	.....	1,940,358
April	1,264,000	388,535	56,292	.....	.....	1,708,827
May	34,182,979	9,267,983	1,528,390	31,710	99,883	45,110,945
June	21,621,881	6,457,454	1,273,522	39,331	62,445	29,415,302
July	20,466,854	3,780,344	915,201	.....	61,970	25,263,700
Total Crop Year	166,091,922	35,317,132	10,659,594	604,186	1,310,778	213,983,612
Receipts—Rail—						
September, 1923	1,159,819	43,105	3,991	.....	.....	1,206,915
October	9,674,022	365,679	322,356	.....	.....	10,362,057
November	8,616,453	1,023,444	411,847	871	.....	10,052,615
December	3,094,465	1,196,048	745,993	.....	.....	5,036,506
January, 1924	2,380,110	836,969	413,253	.....	.....	3,630,332
February	3,475,700	801,405	391,351	270,104	.....	4,762,244
March	2,269,874	1,031,100	152,737	235,244	.....	3,688,955
April	518,861	696,914	84,889	132,621	.....	1,609,601
May	3,882,350	1,298,669	422,580	.....	318	5,603,917
June	2,941,971	864,579	424,516	.....	.....	4,231,066
July	1,001,119	122,851	13,509	.....	.....	1,137,479
Total Crop Year	39,014,744	8,280,763	3,387,022	638,840	318	51,321,687
Total Receipts—Vessel and Rail—						
September, 1923	8,255,876	1,033,694	1,679,049	26,829	905,818	11,901,266
October	37,237,563	2,599,245	2,438,631	173,979	125,705	42,575,123
November	47,141,489	7,770,333	2,513,060	229,696	54,957	57,709,535
December	14,178,046	5,274,013	1,632,974	103,512	.....	21,188,545
January, 1924	2,924,316	1,989,738	511,665	.....	.....	5,425,719
February	5,442,203	859,369	399,601	270,104	.....	6,794,961
March	4,047,158	1,194,174	152,737	235,244	.....	5,629,313
April	1,782,861	1,085,449	141,181	132,621	.....	3,318,428
May	38,065,329	10,566,652	1,950,970	31,710	100,201	50,714,862
June	24,563,852	7,322,033	1,698,038	39,331	62,445	33,646,368
July	21,467,973	3,903,195	928,710	.....	61,970	26,401,179
Total Crop Year period, 1923-24	205,106,666	43,597,895	14,046,616	1,243,026	1,311,096	265,305,299
Shipments—Rail—						
September, 1923	4,273,782	1,052,915	435,514	26,829	.....	5,788,040
October	16,567,564	1,417,968	619,181	133,106	107,411	18,820,754
November	17,260,976	2,902,441	895,489	171,670	38,214	21,267,790
December	8,606,631	2,836,609	1,113,478	78,222	.....	12,659,416
January, 1924	5,238,922	1,305,030	288,602	59,267	.....	6,891,821
February	7,919,549	2,000,135	204,072	59,764	121,839	10,305,359
March	3,974,198	1,740,264	116,542	4,285	304,738	6,140,027
April	2,389,893	923,290	88,566	.....	100,000	3,501,749
May	9,412,405	5,005,715	592,244	31,710	8,529	15,050,603
June	3,917,638	3,361,542	418,327	318	2,906	7,700,731
July	2,604,055	2,979,194	100,597	39,330	.....	5,723,176
Total Crop Year	82,164,613	25,525,103	4,872,612	604,501	683,637	113,850,466
Shipments—Water—						
September, 1923	3,480,344	1,048,738	1,912,495	.....	820,840	7,262,417
October	15,154,506	475,317	1,171,403	.....	431,538	17,232,764
November	25,052,210	2,231,410	1,347,130	.....	166,614	28,797,364
December	3,582,092	789,620	587,616	.....	.....	4,959,328
January, 1924	1,358,865	676,216	269,504	.....	.....	2,304,585
February	3,145,245	699,569	368,259	.....	.....	4,213,073
March	1,479,005	823,318	185,139	.....	273,643	2,761,105
April	1,129,816	1,087,899	268,649	.....	364,326	2,850,690
May	22,772,478	2,980,094	1,133,861	.....	237,820	27,124,253
June	21,954,717	3,387,853	1,453,463	.....	59,164	26,855,197
July	17,729,823	1,528,014	1,061,898	.....	61,970	20,381,705
Total Crop Year	116,839,101	15,728,048	9,759,417	.....	2,415,915	144,742,481
Total Shipments—						
September, 1923	7,753,126	2,101,653	2,348,009	26,829	820,840	13,050,457
October	31,722,070	1,893,285	1,790,584	133,106	538,949	36,053,518
November	42,313,186	5,133,851	2,242,619	171,670	204,828	50,066,154
December	12,188,723	3,626,229	1,701,094	78,222	.....	17,618,744
January, 1924	6,597,787	1,981,246	558,106	59,267	.....	9,196,406
February	11,064,794	2,699,704	572,331	59,764	121,839	14,518,432
March	5,453,203	2,563,582	301,681	4,285	578,381	8,901,132
April	3,519,709	2,011,189	357,215	.....	464,326	6,352,439
May	32,184,883	7,985,809	1,726,105	31,710	246,349	42,174,856
June	25,872,355	6,749,395	1,871,790	318	62,070	34,555,928
July	20,333,878	4,507,208	1,162,495	39,330	61,970	26,104,881
Total Crop Year period 1923-24	199,003,714	41,253,151	14,632,029	604,501	3,099,552	258,592,947

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TABLE No. 61.—Monthly Handlings of Canadian Grain in Public Elevators in the East by Ports, during the Crop Year period, 1923-24

RECEIPTS BY WATER

	—	September	October	November	December	January	February	March	April	May	June	July	Total	No.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
	Georgian Bay Ports and Goderich—													
1	Depot Harbour	.....	486,948	606,963	.....	.....	.....	262,247	.....	677,562	322,893	311,294	2,667,907	1
2	Tiffin	529,174	5,944,149	8,534,639	3,917,412	326,812	268,224	.....	.....	3,238,307	1,552,694	700,151	25,011,562	2
3	Midland	923,374	2,245,025	3,728,544	1,414,717	436,894	316,695	.....	.....	3,134,430	564,458	642,436	13,406,573	3
4	Port McNicoll	1,186,574	6,575,422	8,981,129	2,777,148	.....	.....	.....	564,365	4,130,367	1,231,948	1,053,842	26,500,795	4
5	Collingwood	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Goderich	1,059,547	3,322,966	4,395,950	1,924,074	654,208	261,059	714,501	464,972	3,862,964	1,724,036	1,335,215	19,719,292	6
7	Total Georgian Bay Ports	3,698,669	18,574,510	26,247,225	10,033,351	1,417,914	845,978	976,748	1,029,337	15,043,630	5,396,029	4,042,938	87,306,129	7
	Lower Lake Ports—													
8	Port Colborne	3,484,953	7,742,585	10,200,295	3,681,228	290,860	1,186,739	963,610	589,060	15,002,901	9,941,276	8,994,055	62,077,562	8
9	Kingston	679	243,638	13,480	219,955	86,613	.....	.....	90,630	.....	.....	.....	654,995	9
10	Total, Lower Lake Ports	3,485,632	7,986,223	10,213,775	3,901,183	377,473	1,186,739	963,610	679,690	15,002,901	9,941,276	8,994,055	62,732,557	10
	St. Lawrence Ports—													
11	Montreal	3,313,292	4,955,027	9,989,676	2,217,505	.....	.....	.....	.....	14,649,108	13,782,561	11,731,633	60,638,802	11
12	Quebec	196,758	697,306	1,206,244	.....	.....	.....	.....	.....	415,306	295,436	495,074	3,306,124	12
13	Total, St. Lawrence Ports	3,510,050	5,652,333	11,195,920	2,217,505	.....	.....	.....	.....	15,064,414	14,077,997	12,226,707	63,944,926	13
14	Total, Receipts by Water	10,694,351	32,213,066	47,656,920	16,152,039	1,795,387	2,032,717	1,940,358	1,708,827	45,110,945	29,415,302	25,263,700	213,983,612	14

RECEIPTS BY RAIL

	Lower Lake Ports—													
15	Port Colborne	218	.....	8,052	.....	34,571	101,178	51,503	17,064	166,578	.....	.....	379,164	15
16	Kingston	.....	.....	.....	.....	8,409	53,430	24,860	5,352	28,994	5,339	.....	126,384	16
17	Total, Lower Lake Ports	218	.....	8,052	.....	42,980	154,608	76,363	22,416	195,572	5,339	.....	505,548	17
	St. Lawrence Ports—													
18	Montreal	1,206,697	10,145,935	9,157,946	1,104,737	606,680	1,021,872	555,790	322,620	5,093,484	4,178,606	1,135,662	34,530,029	18
19	Quebec	.....	216,122	112,247	8,682	26,233	25,915	70,623	35,762	314,861	47,121	1,817	859,383	19
20	Total, St. Lawrence Ports	1,206,697	10,362,057	9,270,193	1,113,419	632,913	1,047,787	626,413	358,382	5,408,345	4,225,727	1,137,479	35,389,412	20
	Seaboard Ports—													
21	St. John, N.B	.....	.....	774,370	3,923,087	2,954,439	3,559,849	2,986,179	1,228,803	.....	.....	.....	15,426,727	21
22	Total Receipts—Rail	1,206,915	10,362,057	10,052,615	5,036,506	3,630,332	4,762,244	3,688,955	1,609,601	5,603,917	4,231,066	1,137,479	51,321,687	22

SHIPMENTS BY WATER

	From Lower Lake Ports—													
23	To Montreal	2,848,405	4,942,909	8,350,248	527,046	.....	.....	.....	397,157	12,049,337	9,327,429	7,882,096	46,324,627	23
24	" Canadian Seaboard	679	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	679	24
25	" Other Canadian Points	.....	98,204	23,901	.....	.....	.....	.....	.....	.....	.....	.....	122,105	25
26	Total from Lower Lake Ports	2,849,084	5,041,113	8,374,149	527,046	.....	.....	.....	397,157	12,049,337	9,327,429	7,882,096	46,447,411	26
	From St. Lawrence Ports—													
27	Montreal to United Kingdom and Other Countries	4,413,333	11,683,868	19,095,791	943,797	.....	.....	.....	.....	14,617,837	17,406,244	12,256,758	80,417,028	27
28	Quebec to United Kingdom and Other Countries	.....	507,783	1,122,092	.....	.....	.....	.....	.....	457,079	121,524	242,851	2,451,329	28
29	Total, St. Lawrence Ports	4,413,333	12,191,651	20,217,283	943,797	.....	.....	.....	.....	15,074,916	17,527,768	12,499,609	82,868,357	29
	From Seaboard Ports—													
30	St. John, N.B	.....	.....	205,932	3,489,485	2,304,585	4,213,073	2,761,105	2,453,533	.....	.....	.....	15,426,713	30
31	Total Shipments to United Kingdom and Other Countries	4,413,333	12,191,651	20,423,215	4,433,282	2,304,585	4,213,073	2,761,105	2,453,533	15,074,916	17,527,768	12,499,609	98,295,070	31
32	Total, Shipments by Water	7,262,417	17,232,764	28,797,364	4,960,328	2,304,585	4,213,073	2,761,105	2,850,690	27,124,253	26,855,197	20,381,705	144,742,481	32

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TABLE No. 61.—Monthly Handlings of Canadian Grain in Public Elevator

SHIPMENTS

	—	September	October	November	December
		Bush.	Bush.	Bush.	Bush.
	Georgian Bay Ports—				
33	To Montreal	1,899,956	8,519,860	4,006,890	.....
34	" Canadian Seaboard	412,656	3,547,548	4,459,399	3,056,164
35	" Other Canadian Points	518,441	735,733	1,123,839	447,352
36	" United States Seaboard	.....	751,050	4,921,160	3,822,412
37	" Other U.S. Points	.....	.....	.....	26,351
38	" Local and to Mill	1,017,414	2,461,382	3,057,828	2,240,499
39	Total from Georgian Bay Ports	3,848,467	16,015,573	17,569,116	9,592,778
	Lower Lake Ports—				
40	To Montreal	.....	47,000	1,525	.....
41	" Canadian Seaboard	348	.....	.....	.....
42	" Other Canadian Points	486,239	248,125	513,102	801,715
43	" United States Seaboard	.....	.....	.....	.....
44	" Other U.S. Points	.....	.....	.....	.....
45	" Local and Mill	33,272	1,210,996	1,733,502	874,786
46	Total from Lower Lake Ports	519,859	1,506,121	2,248,129	1,676,501
	St. Lawrence Ports—				
47	Montreal to Local and Mill	1,184,101	1,151,615	1,240,593	1,178,077
48	" Canadian Seaboard	.....	.....	.....	169,260
49	" United States Seaboard	.....	.....	.....	.....
50	Total	1,184,101	1,151,615	1,240,593	1,347,337
51	Quebec to Local	235,613	147,445	210,952	42,800
52	Total, St. Lawrence Ports	1,419,714	1,299,060	1,451,545	1,390,137
	Canadian Seaboard Ports—				
53	St. John, N.B., to Local	.....	.....	.....	.....
54	Total, Shipments by Rail	5,788,040	18,820,754	21,268,790	12,659,416

in the East by Ports, during the Crop Year period, 1923-24—*Concluded*

BY RAIL

January	February	March	April	May	June	July	Total	No.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
.....	.....	39,448	292,188	4,930,583	1,549,027	271,439	21,509,391	33
1,809,739	2,064,199	1,246,546	260,133	1,613,582	527,739	115,845	19,113,550	34
283,052	1,113,383	529,001	329,760	1,355,329	545,106	437,884	7,418,880	35
909,266	556,512	433,688	176,431	.....	.....	.....	11,570,519	36
20,703	98,608	93,236	58,762	783,074	713,547	928,683	2,722,964	37
1,647,116	1,849,044	1,265,847	953,242	3,519,501	2,243,892	1,947,071	22,202,836	38
4,669,876	5,681,746	3,607,766	2,070,516	12,202,069	5,579,311	3,700,922	84,538,140	39
.....	.....	.....	.....	.....	.....	.....	48,525	40
15,300	231,665	70,223	.....	60,761	46,101	177,002	601,400	41
296,418	365,696	240,730	122,785	337,856	102,745	13,848	3,529,359	42
.....	3,083	.....	.....	.....	.....	.....	3,083	43
.....	2,000	4,234	5,469	.....	18,000	4,662	34,365	44
803,835	2,358,605	714,777	546,120	939,442	664,826	687,118	10,567,279	45
1,115,653	2,961,049	1,029,964	674,374	1,338,059	831,672	882,630	14,784,011	46
999,029	1,506,170	1,359,647	674,731	1,355,314	1,144,701	942,036	12,736,014	47
59,290	41,266	25,472	.....	.....	.....	.....	295,288	48
.....	.....	17,891	.....	.....	.....	.....	17,891	..
.....	.....	.....	.....	.....	.....	.....	.....	49
1,058,319	1,547,436	1,403,010	674,731	1,355,314	1,144,701	942,036	13,049,193	50
47,973	115,128	99,287	82,128	153,307	145,047	197,588	1,477,268	51
1,106,292	1,662,564	1,502,297	756,859	1,508,621	1,289,748	1,139,624	14,526,461	52
.....	.....	.....	.....	.....	1,854	.....	1,854	53
6,891,821	10,305,359	6,140,027	3,501,749	15,048,749	7,702,585	5,723,176	113,850,466	54

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TABLE No. 61.—Monthly Handlings of Canadian Grain in Public Elevator

SHIPMENTS

	—	September	October	November	December
		Bush.	Bush.	Bush.	Bush.
	Georgian Bay Ports—				
33	To Montreal	1,899,956	8,519,860	4,006,890	.....
34	" Canadian Seaboard	412,656	3,547,548	4,459,300	3,056,164
35	" Other Canadian Points	518,441	735,733	1,123,839	447,352
36	" United States Seaboard	.....	751,050	4,921,160	3,822,412
37	" Other U.S. Points	.....	.....	.....	26,351
38	" Local and to Mill	1,017,414	2,461,382	3,057,828	2,240,499
39	Total from Georgian Bay Ports	3,848,467	16,015,573	17,569,116	9,592,778
	Lower Lake Ports—				
40	To Montreal	.....	47,000	1,525	.....
41	" Canadian Seaboard	348	.....	.....	.....
42	" Other Canadian Points	486,239	248,125	513,102	801,715
43	" United States Seaboard	.....	.....	.....	.....
44	" Other U.S. Points	.....	.....	.....	.....
45	" Local and Mill	33,272	1,210,996	1,733,502	874,786
46	Total from Lower Lake Ports	519,859	1,506,121	2,248,129	1,676,501
	St. Lawrence Ports—				
47	Montreal to Local and Mill	1,184,101	1,151,615	1,240,593	1,178,077
48	" Canadian Seaboard	.....	.....	.....	169,260
49	" United States Seaboard	.....	.....	.....	.....
50	Total	1,184,101	1,151,615	1,240,593	1,347,337
51	Quebec to Local	235,613	147,445	210,952	42,800
52	Total, St. Lawrence Ports	1,419,714	1,299,060	1,451,545	1,390,137
	Canadian Seaboard Ports—				
53	St. John, N.B., to Local	.....	.....	.....	.....
54	Total, Shipments by Rail	5,788,040	18,820,754	21,268,790	12,659,416

in the East by Ports, during the Crop Year period, 1923-24—*Concluded*

BY RAIL

January	February	March	April	May	June	July	Total	No.
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
.....	.....	39,448	292,188	4,930,583	1,549,027	271,439	21,509,391	33
1,809,739	2,064,199	1,246,546	260,133	1,613,582	527,739	115,845	19,113,550	34
283,052	1,113,383	529,001	329,760	1,355,329	545,106	437,884	7,418,880	35
909,266	556,512	433,688	176,431	.....	.....	.....	11,570,519	36
20,703	98,608	93,236	58,762	783,074	713,547	928,683	2,722,964	37
1,647,116	1,849,044	1,265,847	953,242	3,519,501	2,243,892	1,947,071	22,202,836	38
4,669,876	5,681,746	3,607,766	2,070,516	12,202,069	5,579,311	3,700,922	84,538,140	39
.....	.....	.....	.....	.....	.....	.....	48,525	40
15,300	231,665	70,223	.....	60,761	46,101	177,002	601,400	41
296,418	365,096	240,730	122,785	337,856	102,745	13,848	3,529,359	42
.....	3,083	.....	.....	.....	.....	.....	3,083	43
.....	2,000	4,234	5,469	.....	18,000	4,662	34,365	44
803,835	2,358,605	714,777	546,120	939,442	664,826	687,118	10,567,279	45
1,115,653	2,961,049	1,029,964	674,374	1,338,059	831,672	882,630	14,784,011	46
999,029	1,506,170	1,359,647	674,731	1,355,314	1,144,701	942,036	12,736,014	47
59,290	41,266	25,472	.....	.....	.....	.....	295,288	48
.....	.....	17,891	.....	.....	.....	.....	17,891	..
.....	.....	.....	.....	.....	.....	.....	.....	49
1,058,319	1,547,436	1,403,010	674,731	1,355,314	1,144,701	942,036	13,049,193	50
47,973	115,128	99,287	82,128	153,307	145,047	197,588	1,477,268	51
1,106,292	1,662,564	1,502,297	756,859	1,508,621	1,289,748	1,139,624	14,526,461	52
.....	.....	.....	.....	.....	1,854	.....	1,854	53
6,891,821	10,305,359	6,140,027	3,501,749	15,048,749	7,702,585	5,723,176	113,850,466	54

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TABLE No. 62.—Annual Handlings of Canadian Grain in the Elevators at Baltimore, Md., and Portland, Maine, during the Crop Year period, 1923-24

BALTIMORE, Md.

—	Wheat	Oats	Barley	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
On hand, Sept. 1, 1923	88,614	5,504	.....	11,365	.....	105,483
Receipts—Rail	15,165,898	399,005	307,561	390,216	.....	15,262,680
Total Handled	15,254,512	404,509	307,561	401,581	.....	15,368,163
Shipments—Water	15,246,747	402,658	307,556	400,334	.....	15,357,295
In Store, July 31, 1924	7,762	1,851	.....	1,244	.....	10,857

PORTLAND, MAINE

On hand, Sept. 1, 1923	1,106	316,345	.....	.....	.....	317,451
Gross Receipts—Rail	8,261,442	1,834,502	995,869	.....	.....	11,091,813
Total Handled	8,262,548	2,150,847	995,869	.....	.....	11,409,264
Gross Shipments—						
Water	8,262,548	2,150,847	995,869	.....	.....	11,409,264

PUBLIC ELEVATORS IN THE EAST—UNITED STATES GRAIN

TABLE No. 63.—Annual Handlings of United States Grain at Public Elevators in the East, by Crop Years 1919-20 to 1923-24

Total Handlings	Wheat	Oats	Barley	Rye	Corn	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1919–1920	20,674,592	799,653	666,879	12,005,689	1,283,261	35,430,074
1920–1921	34,984,400	5,034,193	107,870	7,017,921	53,354,740	100,499,124
1921–1922	61,255,889	6,709,329	103,647	18,224,350	108,929,904	195,223,119
1922–1923	55,877,653	1,609,545	.....	27,618,357	33,835,369	118,940,924
1923–1924 (11 mos. July)	26,905,248	1,697,845	.....	17,065,401	5,444,208	51,112,702
1923–1924 (12 mos.)	36,411,469	1,877,756	.....	18,986,348	6,363,888	63,639,461
GROSS SHIPMENTS						
1919–1920	19,245,277	736,075	572,698	11,775,503	1,243,976	33,573,529
1920–1921	29,181,495	4,328,443	107,868	6,143,934	49,740,475	89,502,215
1921–1922	58,863,775	6,079,197	103,647	17,685,177	106,660,379	189,392,175
1922–1923	53,097,062	1,604,561	.....	25,367,841	33,350,007	113,419,471
1923–1924 (11 mos. July)	26,255,389	1,641,290	.....	14,471,517	5,328,021	47,696,217
1923–1924 (12 mos.)	34,101,800	1,869,754	.....	16,000,507	6,178,657	58,150,718

TABLE No. 64.—Annual Handlings of United States Grain in Public Elevators in the East, during the Crop Year period, 1923-24

ALL ELEVATORS

—	Wheat	Oats	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
On hand, Sept. 1, 1923	2,680,173	4,983	2,103,054	308,260	5,096,470
Gross Receipts—					
Water	23,922,918	1,692,862	13,770,010	4,981,238	44,367,028
Rail	302,157	.....	1,192,337	154,710	1,649,204
Total handled	26,905,248	1,697,845	17,065,401	5,444,208	51,112,702
Gross Shipments—					
Water	25,767,188	.....	12,912,075	134,972	38,814,235
Rail	488,201	1,641,290	1,559,442	5,193,049	8,881,982
Total Shipments	26,255,389	1,641,290	14,471,517	5,328,021	47,696,217
In Store, July 31, 1924	649,855	56,553	2,593,882	116,165	3,416,455

C. P. R. ELEVATOR IN PORT McNICOLL

On hand, Sept. 1, 1923	.....	.....	.....	200	200
Gross Receipts—					
Water	209,579	.....	276,863	.....	486,442
Total handled	209,579	.....	276,863	200	486,642
Gross Shipments—					
Rail	209,579	.....	276,863	200	486,642

MIDLAND ELEVATOR COMPANY

On hand, Sept. 1, 1923	.....	.....	222,013	.....	222,013
Gross Receipts—					
Water	.....	.....	268,787	110,000	378,787
Total handled	.....	.....	490,800	110,000	600,800
Gross Shipments—					
Rail	.....	.....	490,800	110,000	600,800

ABERDEEN ELEVATOR COMPANY

On hand, Sept. 1, 1923	.....	.....	.....	154,055	154,055
Gross Receipts—					
Water	.....	.....	.....	564,358	564,358
Total handled	.....	.....	.....	718,413	718,413
Gross Shipments—					
Rail	.....	.....	.....	718,404	718,404

GODERICH ELEVATOR AND TRANSIT COMPANY

On hand, Sept. 1, 1923	.....	4,983	.....	71	5,054
Gross Receipts—					
Water	.....	337,257	.....	287,925	625,182
Total handled	.....	342,240	.....	287,996	630,236
Gross Shipments—					
Rail	.....	342,238	.....	288,002	630,240

C.N.R. ELEVATOR, COLLINGWOOD

On hand, Sept. 1, 1923	.....	.....	.....	55,144	55,144
Gross Receipts—					
Water	.....	.....	.....	1,692,334	1,692,334
Total handled	.....	.....	.....	1,747,478	1,747,478
Gross Shipments—					
Rail	.....	.....	.....	1,700,892	1,700,892
In Store, July 31, 1924	.....	.....	.....	46,580	46,580

C.N.R. ELEVATOR IN DEPOT HARBOUR

On hand, Sept. 1, 1923	.....	.....	457,175	781	457,956
Gross Receipts—					
Water	272,622	1,355,605	1,001,863	1,639,529	4,269,619
Total handled	272,622	1,355,605	1,459,038	1,640,310	4,727,575
Gross Shipments—					
Rail	272,622	1,299,052	791,779	1,640,310	4,003,763
In Store, July 31, 1924	.....	56,553	667,259	.....	723,812

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TABLE No. 64.—Annual Handlings of United States Grain in Public Elevators in the East, during the Crop Year period, 1923-24—*Continued*

DOMINION GOVERNMENT ELEVATOR, PORT COLBORNE

—	Wheat	Oats	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
On hand, Sept. 1, 1923	100,104		16,630		116,734
Gross Receipts—					
Water	8,206,070		5,364,630	64,950	13,635,650
Total handled	8,306,174		5,381,260	64,950	13,752,384
Gross Shipments—					
Water	8,080,410		5,253,873	64,950	13,399,233
In Store, July 31, 1924	225,764		127,387		353,151

MAPLE LEAF MILLING CO., PORT COLBORNE

Gross Receipts—					
Water	1,447,572		249,661		1,697,233
Gross Shipments—					
Water	1,447,572		249,661		1,697,233
In Store, July 31, 1924					

TOTAL ELEVATORS IN PORT COLBORNE

On hand, Sept. 1, 1923	100,104		16,630		116,734
Gross Receipts—					
Water	9,653,642		5,614,291	64,950	15,332,883
Total handled	9,753,746		5,630,921	64,950	15,449,617
Gross Shipments—					
Water	9,527,982		5,503,534	64,950	15,096,466
In Store, July 31, 1924	225,764		127,387		353,151

HARBOUR COMMISSIONERS ELEVATORS NOS. 1, 2 AND B IN MONTREAL

On hand, Sept. 1, 1923	2,574,069		952,398	50,613	3,577,080
Gross Receipts—					
Water	13,787,075		6,533,511	346,185	20,666,771
Rail	302,157		754,639	83,882	1,140,678
Total handled	16,663,301		8,240,548	480,680	25,384,529
Gross Shipments—					
Water	16,239,206		6,441,311		22,680,517
Rail				465,023	465,023
Total Shipments	16,239,206		6,441,311	465,023	23,145,540
In Store, July 31, 1924	424,091		1,799,236	15,647	2,238,974

HARBOUR COMMISSIONERS' ELEVATOR IN QUEBEC

On hand, Sept. 1, 1923	6,000		454,838	44,894	505,732
Gross Receipts—					
Rail			15,772	807	16,579
Water			74,695	275,957	350,652
Gross Shipments—Total handled	6,000		545,305	321,658	872,963
Water			545,305		545,305
Rail	6,000			267,716	273,716
Total Shipments	6,000		545,305	267,716	819,021
In store, July 31, 1924				53,938	53,938

ELEVATOR AT ST. JOHN, N.B., C.N.R.

On hand, Sept. 1, 1923				2,502	2,502
Gross Receipts—					
Rail			222,442		222,442
Gross Shipments—Total handled			222,442	2,502	224,944
Water			222,442		222,442
Rail				2,502	2,502
Total Shipments			222,442	2,502	224,944

TABLE No. 64.—Annual Handlings of United States Grain in Public Elevators in the East, during the Crop Year period, 1923-24—*Concluded*

WEST ST. JOHN, N.B., C.P.R.

—	Wheat	Oats	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
Gross Receipts—					
Rail			199,484	70,021	269,505
Gross Shipments—					
Water			199,483	70,022	269,505

TOTAL ELEVATORS IN ST. JOHN, N.B.

On hand, Sept. 1, 1923				2,502	2,502
Gross Receipts—					
Rail			421,926	70,021	491,947
Total handled			421,926	72,523	494,449
Gross Shipments—					
Water			421,925	70,022	491,947
Rail				2,502	2,502
Total Shipments			421,925	72,524	494,449

TABLE No. 65.—Summary of Annual Handlings of United States Grain in Public Elevators in the East, by classes of Ports, during the Crop Year period, 1923-24

—	Wheat	Oats	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
Georgian Bay Ports—					
On Hand		4,983	679,188	210,251	894,422
Receipts—Water	482,201	1,692,862	1,547,513	4,294,146	8,016,722
Shipments—Rail	482,201	1,641,290	1,559,442	4,457,808	8,140,741
In store		56,553	667,259	46,580	770,392
Lower Lake Ports—					
On Hand	100,104		16,630		116,734
Receipts—Water	9,653,642		5,614,291	64,950	15,332,883
Shipments—Vessel	9,527,982		5,503,534	64,950	15,096,466
In store	225,764		127,387		353,151
St. Lawrence Ports—					
On Hand	2,580,069		1,407,236	95,507	4,082,812
Receipts—Water	13,787,075		6,608,206	622,142	21,017,423
Receipts—Rail	302,157		770,411	84,689	1,157,257
Total Receipts	16,669,301		8,785,853	802,338	26,257,492
Shipments—Water	16,239,206		6,986,616		23,225,822
Shipments—Rail	6,000			732,739	738,739
Total Shipments	16,245,206		6,986,616	732,739	23,964,561
In store	424,091		1,799,236	69,585	2,292,912
Seaboard Ports—					
On Hand				2,502	2,502
Receipts—Rail			421,926	70,021	491,947
Shipments—Water			421,925	70,022	491,947
Rail				2,502	2,502

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Table No. 66.—Monthly Handlings of United States Grain in Public Elevators in the East, during the Crop Year period 1923-24

—	Wheat	Oats	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts—Water—					
1923					
September	13,175,403	209,500	3,399,655	1,396,728	18,181,286
October	3,867,530	441,136	762,752	792,962	5,864,380
November	831,613	424,663	26,178	458,566	1,741,023
December	77,943	29,984	.....	155,840	263,767
1924					
January	.....	.....	.....	9,201	9,201
February	.....	.....	.....	2,569	2,569
March	.....	.....	.....	4,335	4,335
April	.....	.....	.....	116,969	116,969
May	1,582,923	129,227	2,796,021	1,168,873	5,677,044
June	1,266,136	240,060	3,637,222	479,574	5,622,992
July	3,121,370	218,292	3,148,182	395,618	6,883,462
Total Crop Year	23,922,918	1,692,862	13,770,010	4,981,238	44,367,028
Receipts—Rail—					
1923					
September	.....	.....	.....	.....	.....
October	.....	.....	.....	.....	.....
November	.....	.....	5,067	.....	5,067
December	49,957	.....	.....	5,711	55,668
1924					
January	.....	.....	.....	29,409	29,409
February	.....	.....	.....	83,806	83,806
March	.....	.....	1,070	11,003	12,073
April	.....	.....	66,023	18,373	84,396
May	.....	.....	354,833	2,695	357,528
June	209,247	.....	468,752	2,716	680,715
July	42,953	.....	296,592	997	297,589
Total Crop Year	302,157	.....	1,192,337	154,710	42,953
					1,649,204
Total Receipts—Water and Rail—					
1923					
September	13,175,403	209,500	3,399,655	1,396,728	18,181,286
October	3,867,530	441,136	767,819	792,962	5,869,447
November	881,570	424,663	26,178	464,280	1,796,691
December	77,943	29,984	.....	185,249	293,176
1924					
January	.....	.....	.....	93,007	93,007
February	.....	.....	1,070	13,572	14,642
March	.....	.....	66,023	22,708	88,731
April	.....	.....	354,833	119,664	474,497
May	1,792,170	129,227	3,264,773	1,171,589	6,357,759
June	1,266,136	240,060	3,933,814	480,571	5,920,581
July	3,164,323	218,292	3,148,182	395,618	6,926,415
Total Crop Year 1923-24	24,225,075	1,692,862	14,962,347	5,135,948	46,016,232
Shipments—Water					
1923					
September	11,809,532	.....	2,233,120	64,950	14,107,602
October	5,045,832	.....	1,684,724	.....	6,730,556
November	3,129,111	.....	733,728	.....	3,862,839
December	163,936	.....	544,849	.....	708,785
1924					
January	.....	.....	.....	42,857	42,857
February	.....	.....	.....	27,165	27,165
March	.....	.....	32,612	.....	32,612
April	.....	.....	377,235	.....	377,235
May	1,122,565	.....	2,096,523	.....	3,219,088
June	1,782,339	.....	3,285,300	.....	5,067,639
July	2,713,873	.....	1,923,984	.....	4,637,857
Total Crop Year	25,767,188	.....	12,912,075	134,972	38,814,235

Table No. 66.—Monthly Handlings of United States Grain in Public Elevators in the East, during the Crop Year period 1923-24—*Concluded*

—	Wheat	Oats	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
Shipments—Rail—					
1923					
September	2,000	151,938	.....	1,364,446	1,518,384
October	46,384	255,024	286,042	866,603	1,454,053
November	62,171	361,967	.....	609,457	1,033,595
December	48,446	200,338	.....	105,142	353,926
1924					
January	15,448	122,613	.....	29,859	167,920
February	11,300	14,400	16,000	84,094	125,794
March	12,375	2,000	231,144	33,077	278,596
April	6,439	1,984	277,854	101,581	387,858
May	217,245	42,000	582,499	792,393	1,634,137
June	13,303	246,676	165,903	706,615	1,132,497
July	53,090	242,350	.....	499,782	795,222
Total Crop Year	488,201	1,641,290	1,559,442	5,193,049	8,881,982
Total Shipments—					
1923					
September	11,811,532	151,938	2,233,120	1,429,396	15,625,986
October	5,092,216	255,024	1,970,766	866,603	8,184,609
November	3,191,282	361,967	733,728	609,457	4,896,434
December	212,382	200,338	544,849	105,142	1,062,711
1924					
January	15,448	122,613	.....	72,716	210,777
February	11,300	14,400	16,000	111,259	152,959
March	12,375	2,000	263,756	33,077	311,208
April	6,439	1,984	655,089	101,581	765,093
May	1,339,810	42,000	2,679,022	792,393	4,853,225
June	1,795,642	246,676	3,451,303	706,615	6,200,136
July	2,766,963	242,350	1,923,984	499,782	5,433,079
Total Crop Year	26,255,389	1,641,290	14,471,517	5,328,021	47,696,217
On hand at end of each month—					
1923					
September	4,044,044	43,462	3,269,590	247,941	7,605,037
October	2,819,357	248,656	2,083,884	206,954	5,358,851
November	1,073,785	311,352	1,388,410	56,776	2,830,323
December	832,482	525,882	843,560	31,879	2,233,803
1924					
January	359,755	18,384	843,560	157,170	1,378,869
February	348,455	3,984	828,630	59,480	1,240,549
March	336,080	1,984	618,818	49,110	1,005,992
April	329,641	.....	318,562	67,191	715,394
May	782,001	87,227	887,072	498,345	2,254,645
June	252,495	80,611	1,369,684	220,332	1,923,122
July	649,855	56,553	2,593,882	116,165	3,416,455

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TABLE No. 67.—Monthly Handlings of United States Grain in Public

RECEIPTS

	—	September	October	November	December
		Bush.	Bush.	Bush.	Bush.
	Georgian Bay Ports—				
1	Port McNicoll				
2	Midland	268,787			110,000
3	Tiffin	25,024		115,542	
4	Goderich	315,545	171,219		
5	Collingwood	609,451	373,375	39,660	
6	Depot Harbour	439,635	627,721	828,712	125,915
	Total Georgian Bay Ports	1,658,442	1,172,315	983,914	235,915
	Lower Lake Ports—				
	Port Colborne	7,513,440	1,022,911		
	St. Lawrence Ports—				
9	Montreal	8,877,374	3,609,287	757,109	24,565
10	Quebec	132,030	59,867		3,287
11	Total, St. Lawrence Ports	9,009,404	3,669,154	757,109	27,852
12	Total, by Water	18,181,286	5,864,380	1,741,023	263,767

RECEIPTS

	St. Lawrence Ports—				
13	Montreal				
14	Quebec		5,067	55,668	29,409
15	Total, St. Lawrence Ports		5,067	55,668	29,409
	Seaboard Ports—				
16	St. John, N.B.				
17	Total, by Rail		5,067	55,668	29,409

SHIPMENTS

	From Lower Lake Ports—				
18	Port Colborne to Montreal	6,604,815	2,015,663	32,607	
	St. Lawrence Ports—				
19	Montreal to U.K. and O.C.	7,502,787	4,714,893	3,818,154	179,252
20	Quebec to U.K. and O.C.				529,533
	Seaboard Ports—				
21	St. John, N.B., to U.K. and O.C.			12,078	
22	Total, Shipments by Water	14,107,602	6,730,556	3,862,839	708,785

SHIPMENTS

	From Georgian Bay Ports—				
23	To Montreal		17,242		
24	Canadian Seaboard				
25	Other Canadian Points	79,813	50,788	14,040	5,000
26	U.S. Seaboard		268,800		
27	Other U.S. Points	1,210,376	985,075	901,926	282,260
28	Local, and Mill	17,271	7,914	39,000	32,999
29	Total from Georgian Bay Ports	1,307,460	1,329,819	954,966	320,259
	St. Lawrence Ports—				
30	Montreal to Local	136,572	71,738	36,879	32,193
31	Quebec to Local	71,850	52,496	41,750	1,474
32	St. John to Local	2,502			
33	Total, Shipments from St. Lawrence & Seaboard Ports	210,924	124,234	78,629	33,667
34	Total, Shipments by Rail	1,518,384	1,454,053	1,033,595	353,926

Elevators in the East by Ports, during the Crop Year period 1923-24

BY WATER

January	February	March	April	May	June	July	Total	
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	
				486,442			486,442	1
							378,787	2
			116,969	99,951	51,965	154,907	564,358	3
				115,863	22,555		625,182	4
				214,095	259,952	195,801	1,602,334	5
				1,013,141	304,034	930,461	4,269,619	6
			116,969	1,929,492	638,506	1,281,169	8,016,722	7
				1,701,003	2,954,787	2,140,742	15,332,883	8
				1,907,186	2,029,699	3,461,551	20,666,771	9
9,201	2,569	4,335		139,363			350,652	10
9,201	2,569	4,335		2,046,549	2,029,699	3,461,551	21,017,423	11
9,201	2,569	4,335	116,969	5,677,044	5,622,992	6,883,462	44,367,028	12

BY RAIL

18,057	6,731	18,373	2,695	664,136	297,589	42,953	1,140,678	13
				16,579			16,579	14
18,057	6,731	18,373	2,695	680,715	297,589	42,953	1,157,257	15
65,749	5,342	66,023	354,833				491,947	16
83,806	12,073	84,396	357,528	680,715	297,589	42,953	1,649,204	17

BY WATER

				1,458,418	2,284,938	2,700,025	15,096,466	18
				1,744,898	2,782,701	1,937,832	22,680,517	19
				15,772			545,305	20
42,857	27,165	32,612	377,235				491,947	21
42,857	27,165	32,612	377,235	3,219,088	5,067,639	4,637,857	38,814,235	22

BY RAIL

				469,200		43,000	529,442	23
		163,857	226,427	17,142			407,426	24
5,000	81,000	25,000	41,576	42,002	90,837	101,865	536,921	25
		67,287	51,427				387,514	26
138,061	25,700	12,375	53,422	1,011,222	980,009	573,471	6,173,897	27
				5,857	1,000	1,500	105,541	28
143,061	106,700	268,519	372,852	1,545,423	1,071,846	719,836	8,140,741	29
22,143	10,605	5,702	10,671	50,983	38,951	48,586	465,023	30
2,716	8,489	4,375	4,335	37,731	21,700	26,800	273,716	31
							2,502	32
24,859	19,094	10,077	15,006	88,714	60,651	75,386	741,241	33
167,920	125,794	278,596	387,858	1,634,137	1,132,497	795,222	8,881,982	34

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Table No. 68.—Receipts and Shipments of United States Grain at Montreal by months, during the Crop Year 1923-24

MONTREAL

Receipts		Wheat	Rye	Corn	Total
		bush.	bush.	bush.	bush.
1923					
September					
	Vessel	7,073,206	1,709,880	94,288	8,877,374
October	Rail		5,067		5,067
	Vessel	2,750,622	762,752	95,913	3,609,287
November	Rail	49,957		5,711	55,668
	Vessel	730,931	26,178		757,109
December	Rail			29,409	29,409
	Vessel			24,565	24,565
1924					
January	Rail			18,057	18,057
February	Rail			6,731	6,731
March	Rail			18,373	18,373
April	Rail			2,695	2,695
	Vessel				
May	Rail	209,247	452,980	1,909	664,136
	Vessel	886,694	970,201	50,291	1,907,186
June	Rail		296,592	997	297,589
	Vessel	714,627	1,233,944	81,128	2,029,699
July	Rail	42,953			42,953
	Vessel	1,630,995	1,830,556		3,461,551
Total, (11 mos.)	Rail	302,157	754,639	83,882	1,140,678
	Vessel	13,787,075	6,533,511	346,185	20,666,771
August	Rail			1,425	1,425
	Vessel	4,276,756	1,216,184		5,492,940
Total, 12 mos.	Rail	302,157	754,639	85,307	1,142,103
	Vessel	18,063,831	7,749,695	346,185	26,159,711

SHIPMENTS TO UNITED KINGDOM AND OTHER COUNTRIES—VESSEL

1923				
Vessel—				
September	6,325,183	1,177,604		7,502,787
October	3,337,576	1,377,317		4,714,893
November	3,096,504	721,650		3,818,154
December	163,936	15,316		179,252
1924				
May	670,397	1,074,501		1,744,898
June	1,196,348	1,586,353		2,782,701
July	1,449,262	488,570		1,937,832
Total, 11 months	16,239,206	6,441,311		22,680,517
August	3,833,858	1,005,513		4,839,371
Total, 12 months	20,073,064	7,446,824		27,519,888

LOCAL—RAIL

1923				
September			136,572	136,572
October			71,738	71,738
November			36,879	36,879
December			32,193	32,193
1924				
January			22,143	22,143
February			10,605	10,605
March			5,702	5,702
April			10,671	10,671
May			50,983	50,983
June			38,951	38,951
July			48,586	48,586
Total, 11 months			465,023	465,023
August		25	5,220	5,245
Total, 12 months		25	470,243	470,268

RECAPITULATION—MONTREAL SHIPMENTS—12 MONTHS

To United Kingdom and Other Countries	20,073,064	7,446,824		27,519,888
To Montreal and Local		25	470,243	470,268
Total	20,073,064	7,446,849	470,243	27,990,156

Table No. 68.—Monthly Handlings of United States Grain in the Public Elevators in the East by Ports, during the Crop Year 1923-24—*Continued*

QUEBEC

Receipts		Wheat	Rye	Corn	Total
		bush.	bush.	bush.	bush.
1923					
September					
	Vessel		74,695	57,335	132,030
October	"			59,867	59,867
December	"			3,287	3,287
1924					
January	Vessel			9,201	9,201
February	"			2,569	2,569
March	"			4,335	4,335
May	Rail		15,772	807	16,579
	Vessel			139,363	139,363
Total, 11 months	Rail		15,772	807	16,579
	Vessel		74,695	275,957	350,652
August	Vessel	292,544			292,544
Total crop year 1923-24—					
Vessel		292,544	74,695	275,957	643,196
Rail			15,772	807	16,579
Total Receipts		292,544	90,467	276,764	659,775

SHIPMENTS TO UNITED KINGDOM AND OTHER COUNTRIES—VESSEL

1923				
December		529,533		529,533
1924				
May		15,772		15,772
August	160,000			160,000
Total United Kingdom and Other Countries	160,000	545,305		705,305

LOCAL—RAIL

1923				
September	2,000		69,850	71,850
October			52,496	52,496
November	2,000		39,750	41,750
December			1,474	1,474
1924				
January			2,716	2,716
February			8,489	8,489
March	2,000		2,375	4,375
April			4,335	4,335
May			37,731	37,731
June			21,700	21,700
July			26,800	26,800
Total, 11 months	6,000		267,716	273,716
August, 1924			38,570	38,570
Total, 12 months	6,000		306,286	312,286

RECAPITULATION—QUEBEC SHIPMENTS—12 MONTHS

To United Kingdom and Other Countries—Vessel	160,000	545,305		705,305
To Local—Rail	6,000		306,286	312,286
Grand Total	166,000	545,305	306,286	1,017,591

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Table No. 68.—Monthly Handlings of Canadian Grain in Public Elevators in the East, during the Crop Year period 1923-24—*Concluded*

ST. JOHN, N.B.

RECEIPTS—RAIL

Receipts	Wheat	Rye	Corn	Total
1924				
January			65,749	65,749
February		1,070	4,272	5,342
March		66,023		66,023
April		354,833		354,833
Total, 11 months		421,926	70,021	491,947
August			65,062	65,062
Total, 12 months		421,926	135,083	557,009

SHIPMENTS—UNITED KINGDOM AND OTHER COUNTRIES—VESSEL

1923				
November		12,078		12,078
1924				
January			42,857	42,857
February			27,165	27,165
March		32,612		32,612
April		377,235		377,235
Total crop year—Vessel		421,925	70,022	491,947

TO LOCAL—RAIL

September, 1923			2,502	2,502
August, 1924			6,900	6,900
Total—Rail			9,402	9,402

Note.—St. John, N.B.—C.P.R. Elevator and C.N.R. Elevator.

RECAPITULATION

TOTAL OVERSEAS SHIPMENTS—ST. LAWRENCE AND SEABOARD ELEVATORS

All Elevators	Wheat	Rye	Corn	Total
	bush.	bush.	bush.	bush.
To United Kingdom and Other Countries	20,233,064	8,414,054	70,022	28,717,140

PUBLIC ELEVATORS IN THE EAST—CANADIAN AND UNITED STATES GRAIN

Table No. 69.—Annual Handlings of all Grains in the Public Elevators in the East, by grains and classes of ports, during the Crop Year period 1923-24

—	Wheat	Oats	Barley	Flax	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Georgian Bay Ports—							
On hand	398,503	87,662	62,258		1,304,681	210,251	2,063,355
Receipts—Water	61,342,248	23,698,898	4,100,737	384,352	1,602,470	4,294,146	95,322,851
Shipments—Rail	60,478,630	21,089,116	4,029,086	384,349	2,239,892	4,457,808	92,678,881
In store	1,162,067	2,697,411	133,899		667,259	46,580	4,707,216
Lower Lake Ports—							
On hand	248,852	70,678	181,514		75,911		576,955
Receipts—Rail	220,039	285,509					505,548
Receipts—Water	64,580,077	4,768,239	2,151,192		6,500,982	64,950	78,065,440
Shipments—Rail	13,408,618	1,219,880	155,513				14,784,011
Shipments—Water	49,065,355	3,859,187	2,167,324		6,387,061	64,950	61,543,877
In store	2,574,986	45,344	9,869		189,832		2,820,031
St. Lawrence Ports—							
On hand	3,092,090	1,315,339	683,456		1,948,698	95,507	7,135,090
Receipts—Rail	29,800,646	4,181,877	1,707,857	318	771,282	84,689	36,546,669
Receipts—Water	64,192,515	8,542,857	4,407,665	219,834	6,977,336	622,142	84,962,349
Shipments—Rail	8,765,566	4,857,397	686,159	220,152	3,187	732,739	15,265,200
Shipments—Water	84,244,729	8,055,489	5,912,926		7,881,035		106,094,179
In store	4,074,923	1,127,164	199,882		1,813,089	69,585	7,284,643
Seaboard Ports—							
On hand				3,229		2,502	5,731
Receipts—Rail	9,296,216	3,813,377	1,679,165		1,059,895	70,021	15,918,674
Shipments—Water	9,296,205	3,813,372	1,679,167		1,059,894	70,022	15,918,660
Shipments—Rail			1,854			2,502	4,356
In store			1,375				1,375

Table No. 70.—Summary of Total Annual Handlings of all Grains in the Public Elevators in the East, during the Crop Year period 1923-24

ALL ELEVATORS

—	Wheat	Oats	Barley	Flax	Rye	Corn	Total Grain
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
On hand Sept. 1, 1923	3,739,445	1,473,679	930,457		3,329,290	308,260	9,781,131
Gross Receipts—							
Water	190,014,840	37,009,994	10,659,594	604,186	15,080,788	4,981,238	258,350,640
Rail	39,316,901	8,280,763	3,387,022	318	1,831,177	154,710	52,970,891
Total handled	233,071,186	46,764,436	14,977,073	604,504	20,241,255	5,444,208	321,102,662
Gross Shipments—							
Water	142,606,289	15,728,048	9,759,417		15,327,990	134,972	183,556,716
Rail	82,652,814	27,166,393	4,872,612	604,501	2,243,079	5,193,049	122,732,448
Total shipments	225,259,103	42,894,441	14,632,029	604,501	17,571,069	5,328,021	306,289,164
In store, July 31, 1924	7,811,976	3,869,919	345,025		2,593,882	192,463	14,813,265

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VISIBLE SUPPLY OF CANADIAN GRAIN

TABLE No. 71.—Quantities of Wheat in Store in Canadian and United States points by weeks, during the Crop Year 1923-24

Week ending	Country and Interior Terminal Elevators	Public and Private Terminal Elevators, Ft. William and Pt. Arthur, and Winnipeg	Vancouver Harbour Commissioners' Elevator	Total Western Division	Public Elevators in the East	Total Canadian Ports	United States Lake and Seaboard Ports	Grand Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1923								
Sept. 7	3,706,805	1,897,545	99,467	5,703,817	917,481	6,621,298	453,440	7,074,738
" 14	10,012,910	2,147,143	75,953	12,236,006	778,196	13,014,202	302,767	13,316,969
" 21	18,243,365	5,104,000	75,992	23,423,357	1,006,084	24,429,441	847,421	25,276,862
" 28	22,516,977	9,531,668	107,371	32,156,016	1,562,019	33,718,035	1,045,506	34,763,541
Oct. 5	28,464,691	13,260,480	376,321	42,101,492	2,663,907	44,765,399	1,113,244	45,878,643
" 12	32,623,148	16,056,468	855,838	49,535,454	5,366,183	54,901,637	2,395,226	57,296,863
" 19	37,988,798	19,442,874	909,676	58,341,348	5,897,057	64,238,405	3,082,741	67,321,146
" 26	40,972,260	23,274,737	893,758	65,140,755	7,636,929	72,777,684	4,533,188	77,310,872
Nov. 2	45,693,723	24,893,085	779,479	71,366,287	8,316,076	79,682,363	4,751,715	84,434,078
" 9	49,456,784	25,339,352	867,055	75,663,191	9,784,079	85,447,270	7,282,169	92,729,439
" 16	51,496,070	24,704,437	879,216	77,079,723	11,515,458	88,595,181	11,977,235	100,572,416
" 23	55,092,060	27,975,039	830,408	83,897,507	11,128,863	95,026,370	12,259,775	107,286,145
" 30	53,165,713	19,839,626	812,625	73,817,964	11,996,025	85,813,989	16,351,419	102,165,408
Dec. 7	49,874,481	15,066,457	1,114,243	66,055,181	13,331,683	79,386,864	21,185,892	100,572,756
" 14	48,506,117	16,754,078	1,139,975	66,400,170	14,973,050	81,373,220	25,020,557	106,393,777
" 21	48,295,487	27,410,271	1,468,908	77,174,666	14,680,132	91,854,798	29,347,358	121,202,156
" 28	46,550,348	34,420,912	1,380,417	82,351,677	14,284,879	96,636,556	28,520,481	125,157,037
1924								
Jan. 4	45,329,803	39,964,450	1,171,555	86,465,808	16,669,407	103,135,215	37,806,758	140,941,973
" 11	44,060,694	43,725,409	1,401,136	89,187,239	15,288,399	104,475,638	37,290,570	141,766,208
" 18	43,249,667	45,815,606	1,456,646	90,521,919	13,606,961	104,128,880	34,892,631	139,021,511
" 25	43,821,943	48,024,677	1,200,762	93,047,382	12,973,994	106,021,376	33,193,926	139,215,302
Feb. 1	43,820,636	49,738,468	964,958	94,524,062	11,428,105	105,952,167	31,355,912	137,308,079
" 8	44,917,824	50,753,477	1,170,016	96,841,317	10,291,825	107,133,142	29,125,700	136,258,842
" 15	46,390,220	51,717,607	1,086,588	99,194,415	8,189,669	107,384,084	26,342,055	133,726,139
" 22	47,563,122	52,265,977	694,077	100,523,176	7,986,781	108,509,957	24,092,907	132,602,864
" 29	49,270,351	52,370,681	597,678	102,238,710	6,650,248	108,888,958	19,753,689	128,642,647
Mar. 7	51,089,736	52,359,514	736,986	104,186,236	6,031,288	110,217,524	19,108,121	129,325,645
" 14	52,330,543	52,521,826	752,934	105,605,303	5,732,704	111,338,007	16,957,999	128,296,006
" 20	53,328,175	52,950,582	1,160,290	107,439,047	4,806,555	112,245,602	14,604,663	126,850,265
" 28	53,152,190	53,282,143	1,389,299	107,823,632	3,765,387	111,589,019	12,017,232	123,606,251
April 4	52,366,444	53,428,535	1,335,348	107,130,327	3,029,014	110,159,341	7,801,010	117,960,351
" 11	51,575,780	53,633,025	1,446,927	106,655,732	2,075,784	108,731,516	5,145,695	113,877,211
" 18	49,744,047	53,735,356	1,399,232	104,878,635	1,230,593	106,109,228	3,003,212	109,112,440
" 25	47,776,751	42,904,552	1,682,123	92,363,426	1,456,104	93,819,530	3,601,432	97,420,962
May 2	45,194,506	29,753,566	1,459,447	76,407,519	4,609,707	81,017,226	7,970,552	88,987,778
" 9	41,495,241	22,147,341	1,585,733	65,228,315	6,644,956	71,873,271	9,825,617	81,698,888
" 16	35,635,603	18,216,827	1,274,732	55,127,162	7,288,804	62,415,966	10,999,269	73,415,235
" 23	31,741,460	14,670,446	1,184,564	47,596,470	6,816,957	54,413,427	8,880,819	63,294,246
" 30	28,156,063	14,556,757	1,122,923	43,835,743	7,336,540	51,172,283	6,495,707	57,667,990
June 6	24,669,944	14,287,143	1,386,406	40,343,493	7,524,680	47,868,173	4,655,433	52,523,606
" 13	19,826,145	14,127,348	1,155,918	35,109,411	6,181,067	41,290,478	4,634,355	45,924,833
" 20	17,140,092	16,308,780	1,120,672	34,569,544	6,190,485	40,760,029	4,494,999	45,255,028
" 27	13,569,881	16,997,926	1,153,752	31,721,559	6,028,033	37,749,592	3,647,002	41,396,594
July 4	10,767,766	16,995,997	504,793	28,268,556	5,279,147	33,547,703	4,113,890	37,661,593
" 11	8,977,889	19,499,275	749,803	29,226,967	5,368,111	34,595,078	3,725,466	38,320,544
" 18	7,462,295	17,916,927	768,258	26,147,480	5,240,330	31,387,810	3,503,918	34,891,728
" 25	6,165,630	16,589,933	819,634	23,575,197	7,162,121	30,737,318	3,201,706	33,939,024
Aug. 1	4,862,463	14,750,074	595,741	20,208,278	7,191,395	27,399,673	2,958,084	30,357,757
" 8	4,059,049	12,512,070	460,671	17,031,790	8,270,618	25,302,408	2,514,854	27,817,262
" 15	3,513,700	11,165,692	384,441	15,063,833	7,546,546	22,610,379	2,032,475	24,642,854
" 22	3,273,824	9,740,212	482,003	13,496,039	7,267,957	20,763,996	1,711,046	22,475,042
" 29	2,874,244	7,511,012	112,781	10,498,037	7,008,752	17,506,789	1,732,781	19,239,570

TABLE No. 72.—Quantities of Oats, Barley, Flax and Rye in store in Canadian and United States points, by months, during the Crop Year 1923-24

OATS

Months ending	Country and Interior Terminal Elevators	Public and Private Terminal Elevators, Ft. William and Pt. Arthur, and Winnipeg	Vancouver Harbour Commissioners' Elevator	Total Western Division	Public Elevators in the East	Total Canadian Ports	United States Lake and Seaboard Ports	Grand Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1923								
Sept. 28	3,000,413	1,051,562	3,704	4,055,679	400,735	4,456,414	93,842	4,550,256
Oct. 26	5,836,420	1,802,572	2,251	7,641,243	1,015,417	8,656,660	209,274	8,865,934
Nov. 30	9,127,009	3,778,751	2,571	12,908,331	3,767,652	16,675,983	835,087	17,511,070
Dec. 28	10,128,740	4,501,950	7,389	14,638,079	5,683,190	20,321,269	2,293,225	22,614,494
1924								
Jan. 25	11,319,566	5,018,717	8,387	16,346,670	5,791,205	22,137,875	2,052,393	24,190,268
Feb. 29	16,402,728	5,685,374	10,891	22,098,993	3,713,485	25,812,478	2,115,278	27,927,756
Mar. 28	21,182,695	7,936,083	4,020	29,122,798	2,189,657	31,312,455	1,046,887	32,359,342
April 25	20,043,763	7,278,265	11,046	27,333,074	1,263,910	28,596,984	837,901	29,434,885
May 30	13,513,122	4,223,926	27,138	17,764,186	3,844,747	21,608,933	1,427,484	23,036,417
June 27	8,342,741	6,417,365	124,148	14,884,254	4,636,671	19,520,925	1,428,907	20,949,832
July 25	5,134,713	7,103,338	74,852	12,312,903	3,813,366	16,126,269	2,460,000	18,586,269
Aug. 29	3,346,441	4,970,241	112,370	8,429,052	4,642,518	13,071,570	2,235,824	15,307,394

BARLEY

1923								
Sept. 28	1,284,774	1,281,556	.....	2,566,330	261,498	2,827,828	399,310	3,227,138
Oct. 26	1,695,583	1,262,855	.....	2,958,438	909,538	3,867,976	548,545	4,416,521
Nov. 30	1,960,508	964,783	.....	2,925,291	1,179,975	4,105,266	576,426	4,681,692
Dec. 28	2,066,871	881,262	.....	2,948,133	1,187,643	4,135,776	492,613	4,628,389
1924								
Jan. 25	2,064,236	532,863	.....	2,597,099	1,108,702	3,705,801	454,275	4,160,076
Feb. 29	2,654,425	905,366	.....	3,559,791	932,393	4,492,184	460,674	4,952,858
Mar. 28	3,129,417	1,385,723	1,965	4,517,105	743,737	5,260,842	389,329	5,650,171
April 25	2,593,889	1,599,401	1,541	4,194,831	527,699	4,722,530	96,930	4,819,460
May 30	1,389,980	1,304,610	1,541	2,696,131	754,419	3,450,550	405,451	3,856,001
June 27	1,165,329	559,580	2,759	1,727,668	578,811	2,306,479	210,558	2,517,037
July 25	685,717	966,842	5,647	1,658,206	345,025	2,003,231	208,201	2,211,432
Aug. 29	436,051	260,364	7,955	704,370	265,423	969,793	250,662	1,220,455

FLAX

1923								
Sept. 28	338,277	140,919	.....	479,196	.....	479,196	.....	479,196
Oct. 26	1,093,043	613,990	.....	1,707,033	40,862	1,747,895	.....	1,747,895
Nov. 30	1,107,561	741,283	.....	1,848,844	98,027	1,946,871	41,201	1,988,072
Dec. 28	995,886	648,664	.....	1,644,550	123,319	1,767,869	56,985	1,824,854
1924								
Jan. 25	898,251	754,731	.....	1,652,982	64,051	1,717,033	59,166	1,776,199
Feb. 29	966,765	742,488	.....	1,709,253	4,285	1,713,538	55,841	1,769,379
Mar. 28	1,009,938	745,088	.....	1,755,026	.....	1,755,026	55,841	1,810,867
April 25	838,666	614,317	.....	1,452,983	.....	1,452,983	55,841	1,508,824
May 30	380,168	519,966	.....	900,134	318	900,452	55,841	956,293
June 27	253,074	371,740	.....	624,814	.....	624,814	55,841	680,655
July 25	104,343	318,597	.....	422,940	.....	422,940	55,841	478,781
Aug. 29	39,777	113,201	.....	152,978	49,303	202,281	.....	202,281

RYE

1923								
Sept. 28	818,584	917,215	.....	1,735,799	1,311,214	3,047,013	64,057	3,111,070
Oct. 26	1,054,516	1,820,559	1,666	2,876,741	897,971	3,774,712	595,778	4,370,490
Nov. 30	1,271,269	635,203	9,606	1,916,078	748,969	2,665,047	762,266	3,427,313
Dec. 28	1,273,431	985,986	27,170	2,286,587	1,057,158	3,343,745	1,076,351	4,420,096
1924								
Jan. 25	1,296,239	1,249,074	1,817	2,547,130	748,969	3,296,099	1,141,755	4,437,854
Feb. 29	1,504,639	1,391,827	2,807	2,899,273	720,917	3,620,190	1,251,760	4,871,950
Mar. 28	1,702,235	1,416,177	2,825	3,121,237	377,781	3,499,018	1,099,718	4,598,736
April 25	1,506,010	1,490,711	2,825	2,999,546	222,391	3,221,937	808,761	4,030,698
May 30	1,030,019	1,273,799	39,112	2,342,930	75,924	2,418,854	410,076	2,828,930
June 27	615,200	1,532,851	6,473	2,154,524	76,298	2,230,822	89,998	2,320,820
July 25	282,434	1,890,191	4,782	2,177,407	76,298	2,253,705	33,557	2,287,262
Aug. 29	331,371	1,705,126	5,957	2,042,454	140,041	2,182,495	16,514	2,199,009

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PUBLIC ARCHIVES
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CANADA

TABLE No. 73.—Summary of Distribution of Grain in Western Inspection Division, during the Crop Year 1923-24

—	Wheat	Oats	Barley	Flax	Rye
	Bush.	Bush.	Bush.	Bush.	Bush.
1. On hand Sept. 1, 1923—					
In farmers' hands	461,000	7,996,000	850,000	.....	20,000
In country elevators	2,376,734	1,418,017	434,658	55,416	288,574
In interior terminals	13,821	177,705	1,604	1,462	8,740
In Vancouver Harbour Commissioners' elevator	115,065	4,194	.....	.....	.....
In terminal elevators	1,043,509	210,807	199,658	109,420	797,563
In private terminal elevators	442,516	304,384	104,737	40,447	197,435
In flour mills	949,781	441,461	12,212	.....	.....
Total	5,402,426	10,552,568	1,602,869	189,745	1,312,312
2. Crop 1923	453,396,446	395,242,597	60,065,302	7,046,984	21,016,900
3. Shipped in from U.S.A. and other Countries	188,316	1,317	34	38	.....
4. Total annual stock (sum of 1, 2 and 3)	458,987,188	405,796,482	61,668,205	7,236,767	22,329,212
5. Shipped out—					
To U.S.A.	21,208,797	1,175,913	99,194	3,408,133	48
To United Kingdom	153,100,850	13,910,192	5,218,708	71,536	5,042,388
To other countries	30,245,263	1,069,629	.....	.....	507,624
To Eastern Division	140,776,147	45,975,957	11,085,714	1,123,110	887,574
Total	345,331,057	62,131,691	16,403,616	4,602,779	6,437,634
6. Milled consumption	11,988,180	7,158,747	426,505	.....	13,993
Milled export	5,780,308	74,060	.....	.....	.....
7. Total disposed of commercially (sum of 5 and 6)	363,099,545	69,364,498	16,830,121	4,602,779	6,451,627
8. Used for seed	36,950,100	23,202,097	5,658,052	633,606	1,126,311
9. In store, Aug. 31, 1924—					
In farmers' hands	4,254,000	23,782,000	967,000	10,700	383,000
In country elevators	2,839,631	3,090,108	432,557	39,332	330,629
In interior terminals	34,613	256,333	3,494	445	742
In Vancouver Harbour Commissioners' Elevator	112,781	112,370	7,955	.....	5,957
In private terminal elevators	5,977	117,188	4,371	180	6,477
In public terminal elevators	7,505,035	4,853,053	255,993	113,021	1,698,649
In flour mills	1,615,605	831,356	55,918	.....	180
Total	16,367,642	33,042,408	1,727,288	163,678	2,425,634
10. Total accounted for (sum of 7, 8 and 9)	416,417,287	125,609,003	24,215,461	5,400,153	10,003,572
11. Loss in cleaning	11,380,250	158,097	630,686	517,953	504,405
12. Grain not merchantable	18,488,000	14,930,000	2,971,000	260,800	949,000
13. Balance, fed on farms or otherwise consumed in Western Inspection Division and moved out of Division through other channels	12,701,651	265,099,382	33,851,058	.....	10,872,235
14. Total, sum of (10+11+12)	458,987,188	405,796,482	61,668,205	7,236,767	22,329,212
15. Amount inspected	391,274,959	84,354,889	20,043,164	5,382,664	7,376,502
16. Per cent of crop inspected	86·30	21·34	33·37	76·38	35·10
17. Per cent of commercial grain inspected (line 15 of 10)	93·97	67·20	82·79	.....	73,82
18. Commercial grain from season's crop (9 and 7—3—1)	373,876,445	91,853,021	16,954,506	4,576,674	7,564,949
19. Per cent of crop for commercial grain (line 18 of line 2)	82·46	23·22	28·22	.....	35·94
20. Value of crop	$295,970,748	$101,824,743	$ 21,376,461	$ 12,507,424	$ 9,494,291

TABLE No. 74.—Summary of Distribution of Grain in Eastern Inspection Division during the Crop Year 1923-24

—	Wheat	Oats	Barley	Flax	Rye
	Bush.	Bush.	Bush.	Bush.	Bush.
1. On hand, Sept. 1, 1923—					
In farmers' hands	979,900	8,792,000	326,900	2,800	90,200
In public elevators	1,059,272	1,468,696	930,457	.....	1,226,236
In flour mills	1,490,520	165,553	20,102	.....	1,980
Total	3,529,692	10,426,249	1,277,459	2,800	1,318,416
2. Crop	20,802,554	168,754,903	16,932,498	92,516	2,214,900
3. Shipped in—					
From W. D.	140,776,147	45,975,957	11,085,714	1,123,110	887,574
From U.S. and Other Countries	235,243	184,191	2,002	454,134	14
Total	141,011,390	46,160,148	11,087,716	1,577,244	887,588
4. Total annual stock (sum of 1, 2 and 3)	165,343,636	225,341,300	29,297,673	1,672,560	4,420,904
5. Shipped out—Exports—					
To U.S.A.	111,445	3,991,964	3,042	2,181	.....
To U.K., via Canadian and U.S. ports	46,976,282	14,064,628	9,072,159	.....	136,344
To other Countries, via Canadian and U.S. ports	37,547,424	3,412,818	1,003,064	.....	1,885,249
Total	84,635,151	21,469,410	10,078,265	2,181	2,021,593
6. Milled—Consumption	29,532,150	303,816	605,258	.....	25,482
Export	48,178,481	5,170,910	.....	.....	7,791
7. Total disposed of commercially (sum of 5 and 6)	162,345,782	26,944,136	10,683,523	2,181	2,054,866
8. Used for seed	1,647,392	13,026,125	1,156,830	4,637	209,910
9. In store, Aug. 31, 1924—					
In farmers' hands	781,100	7,298,000	290,900	2,000	34,100
In public elevators	7,008,752	4,642,518	265,423	49,303	140,041
In flour mills	2,109,471	612,400	51,543	.....	4,625
Total	9,899,323	12,552,918	607,866	51,303	178,766
10. Total accounted for (7, 8 and 9)	173,892,497	52,523,179	12,448,219	.....	2,443,542
11. Loss in cleaning	522,145	67,502	177,791	6,800	53,158
12. Grain not merchantable	907,000	13,300,000	1,323,000	8,000	159,500
13. Balance—fed on farms or otherwise consumed in Eastern Inspection Division, and moved out of Division into other channels	(—)9,978,006	159,450,619	15,348,663	.....	1,764,704
14. Total (sum 10 to 14)	165,343,636	225,341,300	29,297,673	1,672,560	4,420,904
15. Amount inspected	466,120	516,371	122,639	.....	16,764
16. Per cent of crop inspected	2·24	0·31	0·72	.....	0·76
17. Commercial grain from season's crop (9 and 7 (1—3))	27,704,023	.....	.....	.....	27,628
18. Per cent of crop for commercial grain (line 17 of line 2)	.....	.....	.....	.....	1·73
19. Value of crop	$ 20,963,952	$ 83,032,657	$ 11,194,239	$ 136,476	$ 1,845,609

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CANADA

TABLE No. 73.—Summary of Distribution of Grain in Western Inspection Division, during the Crop Year 1923-24

—	Wheat	Oats	Barley	Flax	Rye
	Bush.	Bush.	Bush.	Bush.	Bush.
1. On hand Sept. 1, 1923—					
In farmers' hands	461,000	7,996,000	850,000	.....	20,000
In country elevators	2,376,734	1,418,017	434,658	28,416	288,574
In interior terminals	13,821	177,705	1,604	1,462	8,740
In Vancouver Harbour Commissioners' elevator	115,065	4,194	.....	.....	.....
In terminal elevators	1,043,509	210,807	199,658	109,420	797,563
In private terminal elevators	442,516	304,384	104,737	40,447	197,435
In flour mills	949,781	441,461	12,212	.....	.....
Total	5,402,426	10,552,568	1,602,869	189,745	1,312,312
2. Crop 1923	453,396,446	395,242,597	60,065,302	7,046,984	21,016,900
3. Shipped in from U.S.A. and other Countries	188,316	1,317	34	38	.....
4. Total annual stock (sum of 1, 2 and 3)	458,987,188	405,796,482	61,668,205	7,236,767	22,329,212
5. Shipped out—					
To U.S.A.	21,208,797	1,175,913	99,194	3,408,133	48
To United Kingdom	153,100,850	13,910,192	5,218,708	71,536	5,042,388
To other countries	30,245,263	1,069,629	.....	.....	507,624
To Eastern Division	140,776,147	45,975,957	11,085,714	1,123,110	887,574
Total	345,331,057	62,131,691	16,403,616	4,602,779	6,437,634
6. Milled consumption	11,988,180	7,158,747	426,505	.....	13,993
Milled export	5,780,308	74,060	.....	.....	.....
7. Total disposed of commercially (sum of 5 and 6)	363,099,545	69,364,498	16,830,121	4,602,779	6,451,627
8. Used for seed	36,950,100	23,202,097	5,658,052	633,696	1,126,311
9. In store, Aug. 31, 1924...—					
In farmers' hands	4,254,000	23,782,000	967,000	10,700	383,000
In country elevators	2,839,631	3,090,108	432,557	39,332	330,629
In interior terminals	34,613	256,333	3,494	445	742
In Vancouver Harbour Commissioners' Elevator	112,781	112,370	7,955	.....	5,957
In private terminal elevators	5,977	117,188	4,371	180	6,477
In public terminal elevators	7,505,035	4,853,053	255,993	113,021	1,698,649
In flour mills	1,615,605	831,356	55,918	.....	180
Total	16,367,642	33,042,408	1,727,288	163,678	2,425,634
10. Total accounted for (sum of 7, 8 and 9)	416,417,287	125,609,003	24,215,461	5,400,153	10,003,572
11. Loss in cleaning	11,380,250	158,097	630,686	517,953	504,405
12. Grain not merchantable	18,488,000	14,930,000	2,971,000	260,800	949,000
13. Balance, fed on farms or otherwise consumed in Western Inspection Division and moved out of Division through other channels	12,701,651	265,099,382	33,851,058	.....	10,872,235
14. Total, sum of (10+11+12)	458,987,188	405,796,482	61,668,205	7,236,767	22,329,212
15. Amount inspected	391,274,959	84,354,889	20,043,164	5,382,664	7,376,502
16. Per cent of crop inspected	86·30	21·34	33·37	76·38	35·10
17. Per cent of commercial grain inspected (line 15 of 10)	93·97	67·20	82·79	.....	73,82
18. Commercial grain from season's crop (9 and 7—3—1)	373,876,445	91,853,021	16,954,506	4,576,674	7,564,949
19. Per cent of crop for commercial grain (line 18 of line 2)	82·46	23·22	28·22	.....	35·94
20. Value of crop	$295,970,748	$101,824,743	$ 21,376,461	$ 12,507,424	$ 9,494,291

TABLE No. 74.—Summary of Distribution of Grain in Eastern Inspection Division during the Crop Year 1923-24

—	Wheat	Oats	Barley	Flax	Rye
	Bush.	Bush.	Bush.	Bush.	Bush.
1. On hand, Sept. 1, 1923—					
In farmers' hands	979,900	8,792,000	326,900	2,800	90,200
In public elevators	1,059,272	1,468,696	930,457	.....	1,226,236
In flour mills	1,490,520	165,553	20,102	.....	1,980
Total	3,529,692	10,426,249	1,277,459	2,800	1,318,416
2. Crop	20,802,554	168,754,903	16,932,498	92,516	2,214,900
3. Shipped in—					
From W. D.	140,776,147	45,975,957	11,085,714	1,123,110	887,574
From U.S. and Other Countries	235,243	184,191	2,002	454,134	14
Total	141,011,390	46,160,148	11,087,716	1,577,244	887,588
4. Total annual stock (sum of 1, 2 and 3)	165,343,636	225,341,300	29,297,673	1,672,560	4,420,904
5. Shipped out—Exports—					
To U.S.A.	111,445	3,991,964	3,042	2,181	.....
To U.K., via Canadian and U.S. ports	46,976,282	14,064,628	9,072,159	.....	136,344
To other Countries, via Canadian and U.S. ports	37,547,424	3,412,818	1,003,064	.....	1,885,249
Total	84,635,151	21,469,410	10,078,265	2,181	2,021,593
6. Milled—Consumption	29,532,150	303,816	605,258	.....	25,482
Export	48,178,481	5,170,910	.....	.....	7,791
7. Total disposed of commercially (sum of 5 and 6)	162,345,782	26,944,136	10,683,523	2,181	2,054,866
8. Used for seed	1,647,392	13,026,125	1,156,830	4,637	209,910
9. In store, Aug. 31, 1924—					
In farmers' hands	781,100	7,298,000	290,900	2,000	34,100
In public elevators	7,008,752	4,642,518	265,423	49,303	140,041
In flour mills	2,109,471	612,400	51,543	.....	4,625
Total	9,899,323	12,552,918	607,866	51,303	178,766
10. Total accounted for (7, 8 and 9)	173,892,497	52,523,179	12,448,219	.....	2,443,542
11. Loss in cleaning	522,145	67,502	177,791	6,800	53,158
12. Grain not merchantable	907,000	13,300,000	1,323,000	8,000	159,500
13. Balance—fed on farms or otherwise consumed in Eastern Inspection Division, and moved out of Division into other channels	(—)9,978,006	159,450,619	15,348,663	.....	1,764,704
14. Total (sum 10 to 14)	165,343,636	225,341,300	29,297,673	1,672,560	4,420,904
15. Amount inspected	466,120	516,371	122,639	.....	16,764
16. Per cent of crop inspected	2·24	0·31	0·72	.....	0·76
17. Commercial grain from season's crop (9 and 7 (1—3))	27,704,023	.....	.....	.....	27,628
18. Per cent of crop for commercial grain (line 17 of line 2)	.....	.....	.....	.....	1·73
19. Value of crop	$ 20,963,952	$ 83,032,657	$ 11,194,239	$ 136,476	$ 1,845,609

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Table No. 75.—Summary of Distribution of Grain for Canada during the Crop Year 1923-24

—	Wheat	Oats	Barley	Flax	Rye
	Bush.	Bush.	Bush.	Bush.	Bush.
1. On hand, Sept. 1, 1923—					
In farmers' hands	1,440,900	16,788,000	1,176,900	2,800	110,200
In public elevators in the East	1,059,272	1,468,696	930,457	.....	1,226,236
In country elevators, Western Division	2,376,734	1,418,017	434,658	38,416	288,574
In interior elevators, Western Division	13,821	177,705	1,604	1,462	8,740
In Vancouver Harbour Commissioners' elevators	115,065	4,194	.....	.....	.....
In public terminals, Western Division	1,043,509	210,807	199,658	109,420	707,563
In private terminals, Western Division	442,516	304,384	104,737	40,447	197,435
In flour mills	2,440,301	607,014	32,314	.....	1,980
Total	8,932,118	20,978,817	2,880,328	192,545	2,630,728
2. Crop, 1923	474,199,000	563,997,500	76,997,800	7,139,500	23,231,800
3. Shipped in—					
From U.S.A. and Other Countries	423,559	185,508	2,036	454,172	14
4. Total annual stock (sum 1, 2 and 3)	483,554,677	585,161,825	79,880,164	7,786,217	25,862,542
5. Shipped out—					
To U.S.A.	21,320,242	5,167,877	102,236	3,410,314	48
To United Kingdom via Canadian and U.S.A. ports	200,077,132	27,974,820	14,290,867	71,536	5,178,732
To Other Countries via Canadian and U.S.A. ports	67,792,687	4,482,447	1,003,064	.....	2,392,873
Total	289,190,061	37,625,144	15,396,167	3,481,850	7,571,653
6. Milled consumption	41,520,330	7,462,563	1,031,763	1,842,796	39,475
Milled export	53,958,789	5,244,970	.....		7,791
7. Total disposed of commercially (sum 5 and 6)	384,669,180	50,332,677	16,427,930	5,324,646	7,618,919
8. Used for seed	38,597,492	36,228,222	6,814,882	638,333	1,330,221
9. In store, Aug. 31, 1924—					
In farmers' hands	5,035,100	31,080,000	1,257,900	12,700	417,100
In public elevators in the East	7,008,752	4,642,518	265,428	49,303	140,041
In country elevators, Western Division	2,839,631	3,090,108	432,557	39,332	330,629
In interior terminals, Western Division	34,618	256,333	3,494	445	742
In Vancouver Harbour Commissioners' elevators	112,781	112,370	7,955	.....	5,957
In public terminals, Western Division	7,505,035	4,853,653	255,993	113,021	1,698,649
In private terminals, Western Division	5,977	117,188	4,371	180	6,477
In flour mills	3,725,076	1,443,756	107,461	.....	4,805
Total	26,266,965	45,595,326	2,335,154	214,981	2,604,400
10. Total accounted for (sum 7, 8 and 9)	449,533,637	132,156,225	25,577,966	6,177,960	11,559,540
11. Loss in cleaning	11,902,395	225,599	808,477	524,753	557,563
12. Grain not merchantable	19,395,000	28,230,000	4,294,800	268,800	1,168,500
13. Balance—merchantable grain fed on farms or otherwise consumed in and moved out of Canada through other channels	2,723,645	424,550,001	49,198,921	814,704	12,636,939
14. Total (sum 10 to 13)	483,554,677	585,161,825	79,880,164	7,786,217	25,862,542
15. Amount inspected	391,741,079	84,871,260	20,165,803	5,382,664	7,393,266
16. Per cent of crop inspected	82·61	15·04	26·20	75·40	31·87
17. Per cent of commercial grain inspected	87·08	64·23	78·85	87·13	63·96
18. Commercial grain from season's crop (9 and 7—1—3)	401,580,468	74,763,678	15,880,720	4,892,910	7,592,577
19. Per cent of crop commercial grain (line 18 of line 2)	84·46	13·26	20·63	68·53	32·68
20. Value of crop	$316,934,700	$184,857,400	$ 32,570,700	$ 12,643,900	$ 11,339,900

SUMMARY DISTRIBUTION SHEET OF WHEAT AND WHEAT FLOUR

(1 Barrel of flour = 4½ bushels of wheat)

—	W. I. D.	E. I. D.	Canada
	Bush.	Bush.	Bush.
1. On hand, August 31, 1923	5,402,426	3,529,692	8,932,118
2. Wheat crop	453,396,446	20,802,554	474,199,000
3. Shipped in	188,316	140,776,147	423,559
4. Total stock for year	458,987,188	165,108,393	483,554,677
5. Shipped out, milled and seed	400,049,645	163,993,174	423,266,672
6. In store	16,367,642	9,899,323	26,266,965
7. Total accounted for	416,417,287	173,892,497	449,533,637
8. Loss in cleaning	11,380,250	522,145	11,902,395
9. Grain not merchantable	18,488,000	907,000	19,395,000
10. Balance—fed on farms or otherwise consumed in Canada, etc	12,701,651	(—)9,978,006	2,723,645
11. Total	458,987,188	165,343,636	483,554,677

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TABLE No. 76.—Exports of Canadian Grain by grains and

Western

	Ports	Wheat			Oats			Barley	
		U.K.	U.S.	O.C.	U.K.	U.S.	O.C.	U.K.	U.S.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1	Prince Rupert, B.C.								
2	Rossland, B.C.					60			
3	Vancouver, B.C.	24,118,011	–	29,166,987	558,384	–	864,689	46,285	–
4	Abbotsford, B.C.		250			1,596			81
5	Cranbrook					9			
6	Fernie, B.C.					327			
7	Grand Forks, B.C.					178			
8	Total, British Columbia	24,118,011	250	29,166,987	558,384	2,170	864,689	46,285	81
9	Dawson, Yukon						15		
10	Total, Yukon						15		
11	Lethbridge, Alta.		89			829			
12	Total, Alberta		89			829			
13	Moose Jaw, Sask.		216,942						
14	North Portal, Sask.		40,601			12,757			
15	Regina, Sask.		2,398			88			2,318
16	Total, Saskatchewan		259,941			12,845			2,318
17	Brandon, Man.					2,054			
18	Emerson, Man.		34,526			143,357			
19	Gretna, Man.		32,822			3,517			1,350
20	Winnipeg, Man.		690						
21	Total, Manitoba		68,038			148,928			1,350
22	Fort William, Ont.	75,575,042	13,840,303	790,140	7,611,008	411,016	43,035	2,699,119	72,219
23	Port Arthur, Ont.	50,875,040	6,986,786	253,136	4,717,455	410,739	13,187	1,956,499	23,226
24	Fort Francis, Ont.		53,342			177,413			
25	Total, Western Ontario	126,450,082	20,880,431	1,043,276	12,328,463	999,168	56,222	4,655,618	95,445
26	Total, Western Division 11 mon. July 31, 1924	150,568,093	21,208,749	30,210,263	12,886,847	1,163,940	920,926	4,701,903	99,194
27	Grand Total Western Division—11 months July 31, 1924	201,987,105			14,971,713			4,801,097	
28	Total, August, 1924	2,532,757	48	35,000	1,023,345	11,973	148,703	516,805	–
29	Total, Western Div., 12 months	153,100,850	21,208,797	30,245,263	13,910,192	1,175,913	1,069,629	5,218,708	99,194
30	Grand Total, Western Division, 12 months	204,554,910			16,155,734			5,317,902	

GRAIN TRADE

Customs Ports of Exit, during the Crop Year 1923-24

Division

Flax		Rye			Total Grain			Wheat Flour			
U.K.	U.S.	U.K.	U.S.	O.C.	U.K.	U.S.	O.C.	U.K.	U.S.	O.C.	
Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Brl.	Brl.	Brl.	
											1
						60					2
	4,645			292,849	24,722,680		30,324,525	27,502	32,944	1,071,117	3
						6,572					4
						9					5
						327					6
						178					7
–	4,645			292,849	24,722,680	7,146	30,324,525	27,502	32,944	1,071,117	8
							15				9
							15				10
						918			262		11
						918			262		12
	8,475					225,417					13
	46,880					102,556		333	2,535	300	14
						2,486					15
	55,355					330,459		333	2,535	300	16
	159					2,213					17
	23,474					202,707		3,782	24	48,029	18
	1,440					37,779			41		19
			48			738			35		20
	25,073		48			243,437		3,782	100	48,029	21
19,150	800,852	2,695,067		120,019	88,599,386	15,124,390	953,194	6,018		20,388	22
52,386	2,295,096	2,028,916		94,756	59,630,296	9,715,847	361,079	357		4,956	23
	53,092					283,847		666		18,025	24
71,536	3,149,040	4,723,983		214,775	148,229,682	25,124,084	1,314,273	7,041		43,369	25
71,536	3,234,113	4,723,983	48	507,624	172,952,362	25,706,044	31,638,813	38,658	35,841	1,162,815	26
3,305,649		5,231,655			230,297,219			1,237,314			27
	174,020	318,405			4,391,312	186,041	183,703	1,428	350	45,421	28
71,536	3,408,133	5,042,388	48	507,624	177,343,674	25,892,085	31,822,516	40,086	36,191	1,208,236	29
3,479,669		5,550,060			235,058,275			1,284,513			30

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TABLE No. 76.—Exports of Canadian Grain by Grains and Customs Ports of Exit, during the Crop Year 1923-24—*Concluded*

Eastern Division

	Ports	Wheat U.K. Bush.	Wheat U.S. Bush.	Wheat O.C. Bush.	Oats U.K. Bush.	Oats U.S. Bush.	Oats O.C. Bush.	Barley U.K. Bush.	Barley U.S. Bush.	Barley O.C. Bush.	Flax U.K. Bush.	Flax U.S. Bush.	Rye U.K. Bush.	Rye U.S. Bush.	Rye O.C. Bush.	Total Grain U.K. Bush.	Total Grain U.S. Bush.	Total Grain O.C. Bush.	Wheat Flour U.K. Brl.	Wheat Flour U.S. Brl.	Wheat Flour O.C. Brl.	
1	Bridgeburg, Ont.	213,746	2,650	9,823	296,178	82,009	4,836	27,661	1,400							537,585	86,059	14,659	395,806	9,177	982,884	1
2	Cornwall, Ont.				99,943	3,617										99,943	3,617					2
3	Niagara Falls, Ont.	245,816	32	31,126	665,326	75,085	180,087	385,403					4,845			1,301,390	75,117	211,213	610,008	129,486	1,675,008	3
4	Prescott, Ont.	111,552	1,250		264,580	16,656	36,780	316,667		248,040			1,071			693,870	17,906	284,820	15,498		53,033	4
5	Sarnia, Ont.											2,181					2,181					5
6	Cobourg, Ont.																5,215			381	5,721	6
7	Amherstburg, Ont.		5,215														100,798					7
8	Welland, Ont.		100,798																			8
9	Total, Ontario	571,114	109,945	40,949	1,326,027	177,367	221,703	729,731	1,400	248,040		2,181	5,916			2,632,788	290,893	510,692	1,021,312	139,044	2,716,646	9
10	St. John, Que.	2,012,477	1,500		21,876	3,042,608	31,718		1,389							2,034,353	3,045,497	31,718	14,270	3,700	29,655	10
11	Sherbrooke, Que.					378											378					11
12	Abercorn, Que.	664,866		23,199	41,545	114,469	10,078								40,140	706,411	114,469	73,417	15,501	3,071	83,354	12
13	Athelstan, Que.				21,937	90										21,937	90		20,098	12	453,576	13
14	Lake Megantic, Que.					2,125											2,125		357			14
15	Beebe Junction, Que.					40,072			52								40,124					15
16	Coaticook, Que.	7,977,292			1,735,705	181,653		988,197								10,701,194	181,653		427,944		273,980	16
17	Highwater, Que.								76								76			5		17
18	Montreal, Que.	23,848,879		32,063,306	6,890,738		1,758,478	5,693,622		452,164			130,428		1,050,240	36,563,667		35,324,188	1,593,765		1,420,022	18
19	Quebec, Que.	1,434,437		858,546	59,778		2,001									1,494,215		860,547	31,521		24,906	19
20	St. Armand, Que.					18,782	63,533		125								18,907	63,533	928	1	5,169	20
21	Total, Quebec	35,937,951	1,500	32,945,051	8,771,579	3,400,177	1,865,808	6,681,819	1,642	452,164			130,428		1,090,380	51,521,777	3,403,319	36,353,403	2,104,384	6,789	2,290,662	21
22	St. John, N.B.	6,998,914		2,413,317	3,503,785		584,326	1,340,493		284,230					788,077	11,843,192		4,069,950	717,859		575,978	22
23	McAdam, N.B.					127											127			1		23
24	Woodstock, N.B.					2,094											2,094			345		24
25	Total, New Brunswick	6,998,914		2,413,317	3,503,785	2,221	584,326	1,340,493		284,230					788,077	11,843,192	2,221	4,069,950	717,859	346	575,978	25
26	Halifax, N.S.			302			329,136			257								329,695	2,804		505,129	26
27	North Sydney, N.S.						89,000											89,000			45,730	27
28	Sydney, N.S.						14,290											14,290			516	28
29	Lunenburg, N.S.																				20	29
30	Total, Nova Scotia			302			432,426			257								432,985	2,804		551,395	30
31	Charlottetown, P.E.I.						70,697											70,697			96	31
32	Summerside, P.E.I.						2,100											2,100				32
33	Total, P.E.I.						72,797											72,797			96	33
34	Total, Eastern Division, 11 mos.	43,507,979	111,445	35,399,619	13,601,391	3,579,765	3,177,060	8,752,043	3,042	984,691		2,181	136,344		1,878,457	65,997,757	3,696,433	41,439,827	3,846,359	146,179	6,134,777	34
35	Grand Total, Eastern Division, 11 mos.	79,019,043			20,358,216			9,739,776			2,181		2,014,801			111,134,017			10,127,315			35
36	Total Canada, 11 mos.	94,076,072	21,320,194	65,609,882	26,488,238	4,743,705	4,097,986	13,453,946	102,236	984,691	71,536	3,236,294	4,860,327	48	2,386,081	238,950,119	29,402,477	73,078,640	3,885,017	182,020	7,297,592	36
37	Grand Total, Canada 11 mos.	281,006,148			35,329,929			14,540,873			3,307,830		7,246,456			341,431,236			11,364,629			37
38	Month of August, Eastern Div.	3,468,303		2,147,805	463,237	412,199	235,758	320,116		18,373					6,792	4,251,656	412,199	2,408,728	225,911	2,011	351,092	38
39	Month of August, Grand Total, Eastern Division	5,616,108			1,111,194			338,489					6,792			7,072,583			579,014			39
40	Month of August, Grand Total, Canada	6,001,060	48	2,182,805	1,486,582	424,172	384,461	836,921		18,373		174,020	318,405		6,792	8,642,968	598,240	2,592,431	227,339	2,361	396,513	40
41	Grand Total, Eastern Division, 12 mos.	8,183,913			2,295,215			855,294			174,020		325,197			11,833,639			626,213			41
42		46,976,282	111,445	37,547,424	14,064,628	3,991,964	3,412,81	89,072,159	3,042	1,003,064		2,181	136,344		1,885,249	70,249,413	4,108,632	43,848,555	4,072,270	148,190	6,485,869	42
43	Grand Total, Canada 12 mos.	84,635,151			21,469,410			10,078,265			2,181		2,021,593			118,206,600			10,706,329			43
		200,077,132	21,320,242	67,792,687	27,974,820	5,167,877	4,482,447	14,290,867	102,236	1,003,064	71,536	3,410,314	5,178,732	48	2,392,873	247,593,087	30,000,717	75,671,071	4,112,356	184,381	7,694,105	
		289,190,061			37,625,144			15,396,167			3,481,850		7,571,653			353,264,875			11,990,842			

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TABLE No. 77.—Exports of Wheat and Wheat flour by Shipping Routes, by months, during the Crop Year 1923-24

WHEAT

Months	To United States Ports Direct	To United Kingdom			To Other Countries			Total
		Via United States Ports Indirect	Via Canadian Atlantic Seaboard Ports Direct	Via Canadian Pacific Seaboard Ports Direct	Via United States Ports Indirect	Via Canadian Atlantic Seaboard Ports Direct	Via Canadian Pacific Seaboard Ports Direct	
1923	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
September	474,445	2,220,844	1,599,739	15,597	33,034	945,578	10,290	5,299,527
October	3,119,982	15,368,739	4,484,577	728,937	147,914	4,879,740	340,658	29,070,547
November	9,010,143	37,349,144	4,850,859	1,615,388	701,623	9,143,916	1,525,890	64,196,963
December	5,130,348	40,117,891	2,770,616	2,978,595	79,853	3,814,717	2,485,660	57,377,680
1924								
January	79,762	1,626,145	1,378,033	4,785,058	50,000	648,881	3,753,974	12,321,853
February	101,714	1,614,371	1,569,990	1,474,831	.....	659,110	6,349,945	11,769,961
March	77,787	914,717	2,039,789	3,770,085	.....	224,754	6,418,968	13,446,100
April	32,805	217,845	941,380	1,813,244	.....	146,573	2,933,618	6,085,465
May	1,613,072	27,808,892	4,370,856	2,561,052	95,000	2,101,400	2,675,033	41,228,305
June	1,061,315	6,313,724	3,754,195	2,549,536	.....	8,494,172	1,901,737	24,074,679
July	618,821	4,123,519	4,522,196	1,825,688	.....	4,276,630	768,214	16,135,068
Total, 11 mos.	21,320,194	137,675,831	32,282,230	24,118,011	1,107,424	35,335,471	29,166,987	281,006,148
August	48	2,284,167	3,227,386	489,507	11,915	2,135,890	35,000	8,183,913
Total, 1923-24	21,320,242	139,959,998	35,509,616	24,607,518	1,119,339	37,471,361	29,201,987	289,190,061
Total, 1922-23	12,936,048	125,519,367	37,985,492	10,506,635	4,351,728	31,059,508	7,323,036	229,681,814

WHEAT FLOUR

	brls.	brls.	brls.	brls.	brls.	brls.	brls.	brls.
1923								
September	12,690	43,721	129,133	.....	89,910	121,076	59,949	456,479
October	25,260	140,243	250,131	3,572	371,841	295,828	68,399	1,155,274
November	18,979	159,954	374,942	9,760	378,224	349,613	65,838	1,357,310
December	22,198	262,821	244,858	7,854	496,635	299,384	56,492	1,390,242
1924								
January	14,302	189,512	188,992	2,860	376,261	180,136	100,196	1,052,259
February	15,964	164,681	159,742	1,957	462,285	151,680	135,633	1,091,942
March	31,226	203,204	170,038	1,499	537,337	249,094	205,412	1,397,810
April	8,984	142,144	102,078	.....	280,420	198,142	157,886	889,654
May	12,573	90,762	277,190	.....	366,849	237,342	72,771	1,057,487
June	11,801	79,165	276,426	.....	169,866	303,445	62,509	903,212
July	8,043	35,359	172,419	.....	124,450	186,657	86,032	612,960
Total, 11 mos.	182,020	1,511,566	2,345,949	27,502	3,654,078	2,572,397	1,071,117	11,364,629
August	2,361	33,892	192,019	1,428	186,546	164,903	45,064	626,213
Total, 1923-24	184,381	1,545,458	2,537,968	28,930	3,840,624	2,737,300	1,116,181	11,990,842
Total 1922-23	432,607	1,549,450	3,069,463	78,832	2,680,006	2,564,000	694,696	11,069,054

TOTAL WHEAT AND WHEAT FLOUR
(Reduced to Bushels, at 4½ bushels to barrel)

	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
1922								
September	531,550	2,417,589	2,180,837	15,597	437,630	1,490,420	280,060	7,353,683
October	3,233,652	15,999,833	5,610,166	745,011	1,821,199	6,210,966	648,454	34,269,281
November	9,095,549	38,068,937	6,538,098	1,659,308	2,403,631	10,717,174	1,822,161	70,304,858
December	5,230,239	41,300,585	3,872,477	3,013,938	2,314,711	5,161,945	2,739,874	63,633,769
1923								
January	144,121	2,478,949	2,228,497	4,797,928	1,743,174	1,459,493	4,204,856	17,057,018
February	173,552	2,355,435	2,288,829	1,483,638	2,080,282	1,341,670	6,960,294	16,683,700
March	218,304	1,829,135	2,804,961	3,776,830	2,418,016	1,345,677	7,343,322	19,736,245
April	73,233	857,493	1,400,731	1,813,244	1,261,890	1,038,212	3,644,105	10,088,908
May	1,669,651	28,217,321	5,618,211	2,561,052	1,745,820	3,169,439	3,005,503	45,986,997
June	1,114,420	6,669,967	4,998,112	2,549,536	764,397	9,859,674	2,183,027	28,139,133
July	655,014	4,282,635	5,298,081	1,825,688	560,025	5,116,587	1,155,358	18,893,388
Total, 11 mos.	22,139,285	144,477,879	42,839,000	24,241,770	17,550,775	46,911,257	33,987,014	332,146,980
August	10,673	2,436,681	4,091,471	495,933	851,372	2,877,953	237,788	11,001,871
Total, 1923-24	22,149,958	146,914,560	46,930,471	24,737,703	18,402,147	49,789,210	34,224,802	343,148,851
Total, 1922-23	14,882,780	132,491,892	51,798,075	10,861,379	16,411,755	42,597,508	10,449,168	279,492,557

TABLE No. 77.—Exports of Oats, Barley, Rye and Flax by Shipping Routes, by months, during the crop Year 1923-24—*Continued*

OATS

Months	To United States Ports Direct	To United Kngdom			To Other Countries			Total
		Via United States Ports Indirect	Via Canadian Atlantic Seaboard Ports Direct	Via Canadian Pacific Seaboard Ports Direct	Via United States Ports Indirect	Via Canadian Atlantic Seaboard Ports Direct	Via Canadian Pacific Seaboard Ports Direct	
1923	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
September	6,575	3,073	965,491	1,604	10,072	204,481	3,294	1,194,390
October	99,184	364,224	461,512	28,235	24,647	152,353	.....	1,130,155
November	55,693	1,641,738	938,572	34,330	3,395	190,550	15	2,864,293
December	163,194	3,811,404	830,317	11,766	88,919	288,682	6,246	5,200,528
1924								
January	114,947	1,137,900	1,058,097	26,374	61,314	144,462	2,941	2,546,035
February	226,584	256,853	390,727	.....	62,252	150,072	5,001	1,091,489
March	299,805	379,458	665,882	32,631	35,242	178,918	28,269	1,620,205
April	162,441	117,983	770,005	95,055	24,908	107,366	69,907	1,347,665
May	894,284	2,981,414	1,258,773	62,741	39,329	554,914	55,620	5,847,075
June	1,001,254	557,003	1,952,979	61,176	12,803	707,955	193,373	4,486,543
July	1,719,944	4,224,503	1,161,946	204,472	20,373	170,275	500,038	8,001,551
Total, 11 mos.	4,743,705	15,475,553	10,454,301	558,384	383,254	2,850,028	864,704	35,329,929
August, 1924	424,172	968,099	457,716	60,767	29,959	205,799	148,703	2,295,215
Total, 1923-24	5,167,877	16,443,652	10,912,017	619,151	413,213	3,055,827	1,013,407	37,625,144
Total, 1922-23	250,759	7,932,337	10,283,606	28,235	420,670	4,606,102	39,469	23,561,178

BARLEY

	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
1923								
September	.....	184,684	1,574,108	.....	.....	177,473	.....	1,936,265
October	95,466	1,236,193	744,411	.....	.....	41,784	.....	2,117,854
November	107	870,930	787,996	.....	.....	38	.....	1,659,071
December	.....	1,195,077	549,941	.....	.....	125,028	.....	1,870,046
1924								
January	1,835	511,307	288,878	.....	248,040	200,024	.....	1,250,084
February	.....	456,712	256,937	.....	.....	67,591	.....	781,240
March	4,587	186,550	291,647	23,333	.....	45	.....	506,162
April	183	.....	192,790	21,411	.....	.....	.....	214,384
May	58	699,813	155,446	.....	.....	95,491	.....	950,808
June	.....	481,533	1,260,275	.....	.....	29,172	.....	1,770,980
July	.....	550,747	931,686	1,541	.....	5	.....	1,483,979
Total, 11 mos.	102,236	6,373,546	7,034,115	46,285	248,040	736,651	.....	14,540,873
August	.....	516,805	320,116	.....	.....	18,373	.....	855,294
Total, 1923-24	102,236	6,890,351	7,354,231	46,285	248,040	755,024	.....	15,396,167
Total, 1922-23	936,945	5,948,790	5,479,559	.....	471,092	1,005,219	.....	13,841,605

RYE

	bush.	bush.	bush.	bush.	bush.	bush.	bush.	bush.
1923								
September	.....	458,114	.....	.....	160,159	210,039	.....	828,312
October	.....	333,159	95,571	.....	94,756	416,668	.....	940,154
November	.....	1,222,682	.....	.....	.....	154,831	80,000	1,457,513
December	.....	1,201,692	.....	.....	.....	1,500	.....	1,203,192
1924								
January	.....	5,916	.....	.....	.....	.....	40,000	45,916
February	48	.....	.....	.....	.....	.....	30,000	30,048
March	.....	.....	.....	.....	.....	36,600	.....	36,600
April	.....	.....	.....	.....	.....	551,248	.....	551,248
May	.....	723,818	.....	.....	.....	303,309	81,043	1,108,170
June	.....	518,902	34,857	.....	.....	144,047	60,115	757,921
July	.....	265,616	.....	.....	.....	20,075	1,691	287,382
Total, 11 mos.	48	4,729,899	130,428	.....	254,915	1,838,317	292,849	7,246,456
August	.....	318,405	.....	.....	.....	6,792	.....	325,197
Total, 1923-24	48	5,048,304	130,428	.....	254,915	1,845,109	292,849	7,571,653
Total, 1922-23	438,225	7,862,422	34,231	.....	1,187,093	337,046	316,425	10,175,442

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TABLE No. 77.—Exports of Oats, Barley, Rye and Flour by Shipping Routes, by months, during the Crop Year 1923-24—*Continued*

FLAXSEED

Months	To United States Ports Direct	To United Kingdom: Via United States Ports Indirect	To United Kingdom: Via Canadian Atlantic Seaboard Ports Direct	To United Kingdom: Via Canadian Pacific Seaboard Ports Direct	To Other Countries: Via United States Ports Indirect	To Other Countries: Via Canadian Atlantic Seaboard Ports Direct	To Other Countries: Via Canadian Pacific Seaboard Ports Direct	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1923								
September	.....	.....	.....	.....	.....	.....	.....	.....
October	128,422	.....	.....	.....	.....	.....	.....	128,422
November	750,282	.....	.....	.....	.....	.....	.....	750,282
December	922,350	.....	.....	.....	.....	.....	.....	922,350
1924								
January	69,131	19,150	.....	.....	.....	.....	.....	88,281
February	43,449	52,386	.....	.....	.....	.....	.....	95,835
March	14,275	.....	.....	.....	.....	.....	.....	14,275
April	27,338	.....	.....	.....	.....	.....	.....	27,338
May	676,693	.....	.....	.....	.....	.....	.....	676,693
June	322,515	.....	.....	.....	.....	.....	.....	322,515
July	281,839	.....	.....	.....	.....	.....	.....	281,839
Total, 11 mos.	3,236,294	71,536	.....	.....	.....	.....	.....	3,307,830
August	174,020	.....	.....	.....	.....	.....	.....	174,020
Total, 1923-24	3,410,314	71,536	.....	.....	.....	.....	.....	3,481,850
Total, 1922-23	2,320,329	.....	1,319	.....	.....	.....	.....	2,321,648

BRAN SHORTS, ETC.

1923	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.	cwt.
September	76,602	.....	.....	.....	.....	2,653	105	79,360
October	397,679	.....	.....	.....	.....	11,777	60	409,516
November	512,545	.....	.....	.....	.....	12,378	.....	524,923
December	323,519	.....	.....	.....	.....	7,924	40	331,483
1924								
January	180,738	.....	.....	.....	.....	3,144	40	183,922
February	134,269	500	2,000	.....	.....	4,903	.....	141,672
March	149,595	.....	.....	.....	.....	5,434	.....	155,029
April	156,919	.....	.....	.....	.....	3,104	.....	160,023
May	431,993	.....	.....	.....	1,000	4,337	.....	437,330
June	435,092	.....	4	.....	.....	6,706	.....	441,802
July	258,763	.....	7,840	1,120	.....	4,202	40	271,965
Total, 11 mos.	3,057,714	500	9,844	1,120	1,000	66,562	285	3,137,025
August	157,121	.....	21,865	.....	.....	5,440	.....	184,426
Total, 1923-24	3,214,835	500	31,709	1,120	1,000	72,002	285	3,321,451

OATMEAL AND ROLLED OATS

1923								
September	1	.....	4,750	.....	2,815	1,413	.....	8,979
October	1,000	.....	7,406	.....	8,027	4,376	9	20,818
November	1,001	3,736	46,262	.....	7,899	8,296	.....	67,194
December	.....	19,586	26,032	.....	8,581	4,594	.....	58,793
1924								
January	.....	29,679	70,607	.....	11,065	5,406	.....	116,757
February	.....	25,699	68,205	.....	7,296	1,904	7	103,111
March	.....	30,237	64,538	.....	29,260	6,542	64	130,641
April	.....	8,286	25,786	.....	16,828	21,786	.....	72,686
May	5	5,610	28,686	.....	10,411	3,090	103	47,905
June	.....	3,129	67,442	.....	4,734	25,976	3,416	104,697
July	5	4,022	62,010	.....	2,336	16,628	700	85,701
Total, 11 mos.	2,012	129,984	471,724	.....	109,252	100,011	4,299	817,282
August	600	3,128	93,569	.....	2,814	18,414	795	119,320
Total, 1923-24	2,612	133,112	565,293	.....	112,066	118,425	5,094	936,602

TABLE No. 77.—Recapitulation Exports of Principal Grains and Wheat Flour by Shipping Routes, during the Crop Year 1923-24—*Concluded*

RECAPITULATION—with percentages via Canadian and United States Ports

Eleven months ended July 31, 1923	Exports to the United States	Exports via the United States (Indirect): To United Kingdom	Exports via the United States (Indirect): To Other Countries	Exports via the United States (Indirect): Total via U. States	Exports via Canadian Sea Ports (Direct): To United Kingdom	Exports via Canadian Sea Ports (Direct): To Other Countries	Exports via Canadian Sea Ports (Direct): Total via Can. Sea Ports	Total Exports from Canada
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	21,320,194	137,675,831	1,107,424	138,783,255	56,400,241	64,502,458	120,902,699	281,006,148
Oats	4,743,705	15,475,553	383,254	15,858,807	11,012,685	3,714,732	14,727,417	35,329,929
Barley	102,236	6,373,546	248,040	6,621,586	7,080,400	736,651	7,817,051	14,540,873
Rye	48	4,729,899	254,915	4,984,814	130,428	2,131,166	2,261,594	7,246,456
Flaxseed	3,236,294	71,536	.....	71,536	.....	.....	.....	3,307,830
Total grains	29,402,477	164,326,365	1,993,633	166,319,998	74,623,754	71,085,007	145,708,761	341,431,236
Wheat flour.....Brls.	182,020	1,511,566	3,654,078	5,165,644	2,373,451	3,643,514	6,016,965	11,364,629
Wheat and wheat flour (Total)	22,139,285	144,477,879	17,550,775	162,028,654	67,080,770	80,898,271	147,979,041	332,146,980
Month of August—								
Total grains	598,240	4,087,476	41,874	4,129,350	4,555,492	2,550,557	7,106,049	11,833,639
Wheat flour.....Brls.	2,361	33,892	186,546	220,438	193,447	209,967	403,414	626,213
Wheat and wheat flour	10,673	2,436,681	851,372	3,288,053	4,587,404	3,115,741	7,703,145	11,001,871
Total, 12 months ended August, 1924—								
Total grains	30,000,717	168,413,841	2,035,507	170,449,348	79,179,246	73,635,564	152,814,810	353,264,875
Wheat flour.....Brls.	184,381	1,545,458	3,840,624	5,386,082	2,566,898	3,853,481	6,420,379	11,990,842
Wheat and wheat flour	22,149,958	146,914,560	18,402,147	165,316,707	71,668,174	84,014,012	155,682,186	343,148,851

NOTE.—Percentage of Principal Grains and Wheat Flour exported to Overseas Countries via United States and via Canadian Sea Ports, Crop Year ended August 31, 1924.

—	Wheat	Oats	Barley	Rye	Flaxseed	Total Grains	Wheat Flour	Wheat and Wheat Flour
	%	%	%	%	%	%	%	%
Via United States ports	48·78	44·80	46·36	70·04	2·05	48·25	44·92	48·18
Via Canadian sea ports	43·84	41·46	52·91	29·96	.....	43·26	53·54	45·37
To United States direct	7·38	13·74	0·73	.....	97·95	8·49	1·54	6·45
Crop year, August 31, 1923								
Via United States ports	59·9	35·8	49·8	92·8	.....	58·5	39·7	56·3
Via Canadian seaboard ports	40·1	64·2	50·2	7·1	100	41·5	60·3	43·7

TABLE No. 78.—Summary of Export Shipments Overseas from Canadian Atlantic and Pacific Seaboard Ports, during the Crop Year 1923-24

Seaboard ports	Wheat	Oats	Barley	Flax	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Montreal, Que.	55,912,185	8,649,216	6,145,786	.....	1,180,668	.....	71,887,855
Quebec, Que.	2,292,983	61,779	.....	.....	.....	.....	2,354,762
St. John, N.B.	9,412,231	4,088,111	1,624,723	.....	788,077	.....	15,913,142
Halifax, N.S.	302	329,136	257	.....	.....	.....	329,695
North Sydney, N.S.	.....	89,000	.....	.....	.....	.....	89,000
Sydney, N.S.	.....	14,290	.....	.....	.....	.....	14,290
Charlottetown, P.E.I.	.....	70,697	.....	.....	.....	.....	70,697
Summerside, P.E.I.	.....	2,100	.....	.....	.....	.....	2,100
Total, Atlantic seaboard ports, 1923-24	67,617,701	13,304,329	7,770,766	.....	1,968,745	.....	90,661,541
Total, August 1924	5,363,276	663,515	338,489	6,792	.....	.....	6,372,072
Total, crop year 1923-24	72,980,977	13,967,844	8,109,255	6,792	1,968,745	.....	97,033,613
Total, crop year 1922-23	69,045,000	14,889,708	6,484,778	1,319	371,277	.....	90,792,082
" " 1921-22	34,835,951	14,691,735	8,058,441	12,442	596,245	.....	58,194,814
" " 1920-21	32,300,876	21,058,842	7,372,668	43,040	1,101,815	8,716	61,885,957

SUMMARY OF EXPORTS SHIPMENTS FROM CANADIAN PACIFIC SEABOARD PORTS, DURING THE CROP YEAR 1923-24

	Wheat	Oats	Barley	Rye	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
Vancouver, B.C.	53,284,998	1,423,073	46,285	292,849	55,047,205
Dawson	.....	15	.....	.....	15
Total, 11 months	53,284,998	1,423,088	46,285	292,849	55,047,220
" August	524,507	209,470	.....	.....	733,977
Total, 1923-24	53,809,505	1,632,558	46,285	292,849	55,781,197
" 1922-23	17,829,671	67,704	.....	316,425	18,213,800
" 1921-22	7,837,171	141,629	.....	.....	7,978,800

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Table No. 79.—Exports of Grain Overseas from the undermentioned ports for the Crop Year period ended July 31st and the Crop Year 1923-24 by Months

Months	MONTREAL					QUEBEC			
	Wheat	Oats	Barley	Rye	Total	Wheat	Oats	Barley	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September	2,488,825	1,132,788	1,751,571	210,039	5,583,223	56,492	.....	.....	56,492
October	8,880,520	578,173	778,172	512,239	10,749,104	483,797	.....	.....	483,797
November	13,070,694	1,092,283	787,996	154,831	15,105,804	924,081	2,001	.....	926,082
December	5,038,546	693,595	404,657	1,500	6,138,298	217,586	.....	.....	217,586
January	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	.....	.....	.....	.....
March	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	.....	.....	.....	.....	.....	.....	.....	.....	.....
May	5,692,467	1,237,053	202,263	103,080	7,234,863	305,029	47,059	.....	352,088
June	12,091,144	2,595,369	1,289,441	178,904	16,154,858	157,223	12,719	.....	169,942
July	8,649,989	1,319,955	931,686	20,075	10,921,705	148,775	.....	.....	148,775
Total, 11 months	55,912,185	8,649,216	6,145,786	1,180,668	71,887,855	2,292,983	61,779	.....	2,354,762
August	5,346,847	648,846	338,449	6,792	6,340,934	16,429	.....	.....	16,429
Total, 12 months	61,259,032	9,298,062	6,484,235	1,187,460	78,228,789	2,309,412	61,779	.....	2,371,191

Months	ST. JOHN, N.B.					HALIFAX, N.S.			
September	.....	.....	.....	.....	.....	.....	2,514	10	2,524
October	.....	18,851	7,950	.....	26,801	.....	11,739	73	11,812
November	.....	6,706	.....	.....	6,706	.....	6,945	38	6,983
December	1,329,201	309,603	279,300	.....	1,909,104	.....	50,274	12	50,286
January	2,026,914	1,102,174	488,876	.....	3,617,964	.....	76,194	26	76,220
February	2,229,100	505,770	324,516	.....	3,059,386	.....	34,290	12	34,302
March	2,264,383	796,248	291,647	36,600	3,388,878	160	46,752	45	46,957
April	1,087,953	840,167	192,790	551,248	2,672,158	.....	33,699	.....	33,699
May	474,680	480,829	48,644	200,229	1,204,382	80	43,193	30	43,303
June	.....	27,763	.....	.....	27,763	.....	15,899	6	15,905
July	.....	.....	.....	.....	.....	62	7,637	5	7,704
Total, 11 months	9,412,231	4,088,111	1,624,723	788,077	15,913,142	302	329,136	257	329,695
August	.....	.....	.....	.....	.....	.....	12,669	40	12,709
Total, 12 months	9,412,231	4,088,111	1,624,723	788,077	15,913,142	302	341,805	297	342,404

Months	VANCOUVER, B.C.				
	Wheat	Oats	Barley	Rye	Total
	Bush.	Bush.	Bush.	Bush.	Bush.
September	25,887	4,898	.....	.....	30,785
October	1,069,595	28,235	.....	.....	1,097,830
November	3,141,278	34,330	.....	80,000	3,255,608
December	5,464,255	18,012	.....	40,000	5,522,267
January	8,539,032	29,315	.....	.....	8,568,347
February	7,824,776	5,001	.....	30,000	7,859,777
March	10,189,053	60,900	23,333	.....	10,273,286
April	4,746,862	164,962	21,411	.....	4,933,235
May	5,239,085	118,361	.....	81,043	5,438,489
June	4,451,273	254,549	.....	60,115	4,765,937
July	2,593,902	704,510	1,541	1,691	3,301,644
Total, 11 months	53,284,998	1,423,073	46,285	292,849	55,047,205
August	524,507	209,470	.....	.....	733,977
Total, 12 months	53,809,505	1,632,543	46,285	292,849	55,781,182

Months	TOTAL, CANADIAN SEABOARD PORTS					
	Wheat	Oats	Barley	Rye	Flax	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
September	2,571,204	1,174,870	1,751,581	210,039	.....	5,707,694
October	10,433,912	642,100	786,195	512,239	.....	12,374,446
November	17,136,053	1,163,467	788,034	234,831	.....	19,322,385
December	12,049,588	1,137,011	674,969	41,500	.....	13,903,068
January	10,565,946	1,231,874	488,902	.....	.....	12,286,722
February	10,053,876	545,800	324,528	30,000	.....	10,954,204
March	12,453,596	905,700	315,025	36,600	.....	13,710,921
April	5,834,815	1,042,333	214,201	551,248	.....	7,642,597
May	11,711,341	1,932,048	250,937	384,352	.....	14,278,678
June	16,699,640	2,915,483	1,289,447	239,019	.....	21,143,589
July	11,392,728	2,036,731	933,232	21,766	.....	14,384,457
Total, 11 months	120,902,699	14,727,417	7,817,051	2,261,594	.....	145,708,761
August	5,887,783	872,985	338,489	.....	6,792	7,106,049
Total, 12 months	126,790,482	15,600,402	8,155,540	2,261,594	6,792	152,814,810

Table No. 80.—Exports of Canadian Grain via United States Atlantic Seaboard Ports, by months and ports, during the Crop Year 1923-24, Sept. 1, 1923, to July 31, 1924

(From U.S. Bureau of Foreign and Domestic Commerce Monthly Returns)

MAINE AND NEW HAMPSHIRE—PORTLAND, MAINE

—	Wheat	Oats	Barley	Rye	Buck-wheat	Total Grain	Wheat-flour	Oatmeal and Rolled Oats	Corn-meal
1923	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Brls.	Lbs.	Brls.
November	.....	.....	.....	.....	.....	.....	.....	.....	.....
December	3,147,633	518,026	1,003,987	.....	.....	4,669,646	238,104	1,762,561	.....
1924									
January	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	1,092,566	248,547	90,166	.....	.....	1,431,279	179,691	2,002,149	.....
March	3,005,699	1,002,756	201,941	.....	16,667	4,227,063	252,662	2,978,323	.....
April	467,432	368,623	205,753	.....	.....	1,041,808	62,236	662,600	.....
May	.....	.....	.....	.....	.....	.....	.....	.....	.....
June	.....	.....	.....	.....	.....	.....	.....	.....	.....
July	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	7,713,330	2,137,952	1,501,847	.....	16,667	11,369,796	732,693	7,405,633	.....
August	.....	10,670	.....	.....	.....	10,670	432	.....	.....
Total, 12 months	7,713,330	2,148,622	1,501,847	.....	16,667	11,380,466	733,125	7,405,633	.....

MASSACHUSETTS—BOSTON

1923									
September	43,560	20,087	19,992	.....	.....	83,639	3,447	.....	.....
October	457,584	60,149	.....	.....	.....	517,733	12,640	275,500	.....
November	2,923,703	77,889	57,464	17,228	24,000	3,100,284	16,185	17,260	.....
December	1,681,823	138,577	34,860	17,142	.....	1,872,402	2,549	334,300	43,200
1924									
January	478,498	14,895	.....	.....	.....	493,393	14,566	172,800	.....
February	387,204	5,472	.....	.....	.....	392,676	11,951	37,080	.....
March	324,806	149,310	.....	.....	.....	474,116	23,920	67,200	.....
April	496,006	43,650	.....	40,167	.....	579,823	19,603	892,350	.....
May	260,113	25,799	.....	104,255	.....	390,167	47,614	318,300	.....
June	107,986	283,612	.....	216,399	.....	607,997	12,585	277,200	.....
July	.....	100,354	.....	21,058	.....	121,412	9,884	117,600	.....
Total	7,161,283	919,794	112,316	416,249	24,000	8,633,642	174,944	2,509,590	43,200
August	11,986	61,752	.....	.....	.....	73,738	9,852	174,800	.....
Total, 12 months	7,173,269	981,546	112,316	416,249	24,000	8,707,380	184,796	2,684,390	43,200

NEW YORK, N.Y.

1923									
September	1,992,185	76,971	882,881	274,746	7,537	3,234,320	184,379	.....	.....
October	7,369,812	42,075	486,566	812,431	79,100	8,789,984	301,428	.....	1,361
November	6,692,133	420,382	596,445	229,836	.....	7,938,796	383,503	.....	.....
December	8,671,204	937,743	648,639	610,239	.....	10,867,825	401,569	500	.....
1924									
January	4,616,075	867,986	542,168	248,576	.....	6,274,805	310,575	82,296	.....
February	2,942,172	587,573	784,961	353,762	.....	4,668,468	314,626	508,180	916
March	6,870,763	569,021	759,935	413,261	.....	8,612,980	596,962	948,619	610
April	5,813,559	653,458	77,497	553,138	.....	7,097,652	404,786	3,793,700	60,000
May	5,301,130	365,882	132,385	513,871	.....	6,313,268	453,711	1,087,100	1,000
June	3,501,718	1,202,408	441,411	407,817	.....	5,553,354	253,602	539,400	3,661
July	7,015,789	1,147,697	527,480	567,040	.....	9,258,006	171,287	606,000	.....
Total	60,786,540	6,871,196	5,880,368	4,984,717	86,637	78,609,458	3,776,428	7,565,795	67,548
August	2,304,600	1,331,201	316,970	212,867	.....	4,165,638	103,656	120,000	.....
Total, 12 months	63,091,140	8,202,397	6,197,338	5,197,584	86,637	82,775,096	3,880,084	7,685,795	67,548

PHILADELPHIA, PA.

1923									
September	522,288	.....	.....	.....	.....	522,288	3,099	.....	.....
October	2,163,511	.....	58,314	.....	.....	2,221,825	4,766	.....	.....
November	2,445,453	40,276	16,446	.....	.....	2,502,175	1,501	.....	.....
December	2,827,954	202,833	65,423	79,670	.....	3,175,880	10,637	.....	.....
1924									
January	3,101,882	13,800	.....	.....	.....	3,115,682	8,635	.....	.....
February	2,832,463	.....	44,375	19,286	.....	2,896,124	3,988	112,000	.....
March	2,181,854	9,930	.....	.....	.....	2,191,784	12,759	.....	.....
April	2,247,901	.....	.....	42,762	.....	2,290,663	5,598	.....	.....
May	3,181,707	75,367	41,935	.....	.....	3,299,009	1,958	63,000	.....
June	1,150,570	97,662	.....	.....	.....	1,248,232	360	.....	.....
July	328,528	71,677	.....	.....	.....	400,205	10,951	.....	.....
Total	22,984,111	511,545	226,493	141,718	.....	23,863,867	64,252	175,000	.....
August	240,727	.....	.....	.....	.....	240,727	5,863	.....	.....
Total, 12 months	23,224,838	511,545	226,493	141,718	.....	24,104,594	70,115	175,000	.....

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TABLE No. 80.—Exports of Canadian Grain via United States Atlantic Seaboard Ports by months and ports during the Crop Year 1923-24—*Concluded*

BALTIMORE, MD.

—	Wheat	Oats	Barley	Rye	Buck-wheat	Total Grain	Wheat-flour	Oatmeal and Rolled Oats	Corn-meal
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Brls.	Lbs.	Brls.
1923									
September	160,849			83,188		244,037	946		
October	1,385,760	1,843	83,087	5,998		1,476,688	5,568		
November	898,343	66,233	16,725			981,301	416		
December	1,811,070	240,174	24,000			2,075,244	8,271		
1924									
January	1,631,588					1,631,588	4,440		
February	1,888,484			32,540		1,921,024	55,109		
March	2,404,341			95,626		2,499,967	8,833		
April	578,765			162,500		741,265	1,496		
May	2,643,731	39,949	24,933	52,421		2,761,034	2,806		
June	1,076,150	129,775	16,657	60,386		1,282,968	562		
July	508,949	100,064	49,831	601		659,445	669		
Total	14,988,030	578,038	215,233	493,260		16,274,561	89,106		
August	1,387					1,387	5,518		
Total, 12 months	14,989,417	578,038	215,233	493,260		16,275,948	94,624		

NORFOLK, VIRGINIA

1923									
September									
October									
November									
December	1,414,857					1,414,857			
1924									
January									
February	1,589,529					1,589,529			
March	56,000					56,000			
April	186,974			68,571		255,545			
May	273,456			269,337		542,793			
June	328,799					328,799			
July	8,695,890					8,695,890			
Total	12,545,505			337,908		12,883,413			
August	22,935					22,935			
Total, 12 months	12,568,440			337,908		12,906,348			

TOTAL GRAIN

1923									
September	2,718,882	97,058	902,873	357,934	7,537	4,084,284	191,871		
October	11,376,667	104,067	627,967	818,429	79,100	13,006,230	324,392	275,500	1,361
November	12,959,632	604,780	687,080	247,064	24,000	14,522,556	401,605	17,260	
December	19,554,541	2,037,353	1,776,909	707,051		24,075,854	661,130	2,097,361	43,200
1924									
January	9,828,043	896,681	542,168	248,576		11,515,468	338,216	255,096	
February	10,732,418	841,592	919,502	405,588		12,899,100	565,365	2,659,409	916
March	14,843,463	1,731,017	961,876	508,887	16,667	18,061,910	895,136	3,994,142	610
April	9,790,637	1,065,731	283,250	867,138		12,006,756	493,719	5,348,650	60,000
May	11,660,137	506,997	199,253	939,884		13,306,271	506,089	1,468,400	1,000
June	6,165,223	1,713,457	458,068	684,602		9,021,350	267,109	816,600	3,661
July	16,549,156	1,419,792	577,311	588,699		19,134,958	192,791	723,600	
Total	126,178,799	11,018,525	7,936,257	6,373,852	127,304	151,634,737	4,837,423	17,656,018	110,748
August	2,581,635	1,403,623	316,970	212,867		4,515,095	125,321	294,800	
Total, 12 months	128,760,434	12,422,148	8,253,227	6,586,719	127,304	156,149,832	4,962,744	17,950,818	110,748

RECAPITULATION—TOTAL GRAIN—11 MONTHS

Portland	7,713,330	2,137,952	1,501,847		16,667	11,369,796	732,693	7,405,633	
Boston	7,161,283	919,794	112,316	416,249	24,000	8,633,642	174,944	2,509,590	43,200
New York	60,786,540	6,871,196	5,880,368	4,984,717	86,637	78,609,458	3,776,428	7,565,795	67,548
Philadelphia	22,984,111	511,545	226,493	141,718		23,863,867	64,252	175,000	
Baltimore	14,988,030	578,038	215,233	493,260		16,274,561	89,106		
Norfolk	12,545,505			337,908		12,883,413			
Total	126,178,799	11,018,525	7,936,257	6,373,852	127,304	151,634,737	4,837,423	17,656,018	110,748

RECAPITULATION—TOTAL GRAIN—12 MONTHS

Portland	7,713,330	2,148,622	1,501,847		16,667	11,380,466	733,125	7,405,633	
Boston	7,173,269	981,546	112,316	416,249	24,000	8,707,380	184,796	2,684,390	43,200
New York	63,091,140	8,202,397	6,197,338	5,197,584	86,637	82,775,096	3,880,084	7,685,795	67,548
Philadelphia	23,224,838	511,545	226,493	141,718		24,104,594	70,115	175,000	
Baltimore	14,989,417	578,038	215,233	493,260		16,275,948	94,624		
Norfolk	12,568,440			337,908		12,906,348			
Total	128,760,434	12,422,148	8,253,227	6,586,719	127,304	156,149,832	4,962,744	17,950,818	110,748

TABLE No. 81.—Exports of Wheat from Canada by Countries of Destination by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
WHEAT	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
United Kingdom	47,981,479	35,108,165	34,754,356	112,294,680	174,011,494	200,077,132
Irish Free State						688,692
Bermuda	5		33		53	106
British South Africa				24,105	275,073	797,816
British West Indies—						
Barbados						2
Jamaica					200	148,234
Trinidad and Tobago			2,512			
Gibraltar	1,663,148	188,277				567,422
Malta						291,357
Newfoundland	60	374	733	385	633	666
Oceania—						
Australia	14					
New Zealand	15					
Total British Empire	49,644,721	35,296,816	34,757,634	112,319,170	174,287,453	202,571,427
Argentine Republic					500	20
Belgium	340,074	7,964,574	10,659,334	4,695,384	8,452,566	11,927,408
Brazil			5,000	10,000		160,533
China					804,289	7,569,929
Colombia				34,400		
Cuba			4,313			
Denmark			40,000	245,222	359,245	1,105,567
Esthonia						44,800
France	1,781,030	3,637,824	4,842,851	1,799,575	4,395,422	7,438,621
French Africa			467,982	198,127	47,000	8,500
Germany			2,217,824	1,074,172	1,751,962	1,186,685
Greece	1,235,864	7,624,908	2,641,923	4,752,494	3,400,446	4,833,035
Italy	1,382,261	6,358,757	20,109,240	8,427,830	12,281,640	15,024,197
Japan				3,516,401	3,048,533	7,248,395
Mexico				3,333		49,834
Netherlands			7,485,930	4,137,529	4,598,151	3,508,050
Norway			145,100	250,485	851,259	1,347,101
Peru					319,732	265,446
Portugal			612,535		742,900	354,666
Azores and Madeira						276,413
Roumania	45,333					
Russia				144,855	15	
Spain			1,490,773	566,008		18,666
Sweden			919,846	304,507	1,102,501	1,577,018
Switzerland		486,063	589,929	100,000	300,799	1,353,499
Turkey				2,096	1,400	
United States	4,777,392	2,556,875	49,213,551	15,968,169	12,936,048	21,320,242
Alaska	2		20		3	
Total Foreign Countries	9,561,956	28,629,111	101,416,151	46,230,587	55,394,361	86,618,634
Grand Total	59,206,677	63,925,927	136,173,785	158,549,757	229,681,814	289,190,061

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TABLE No. 82.—Exports of Wheat flour from Canada by Countries of Destination, by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
WHEAT FLOUR	Barrels	Barrels	Barrels	Barrels	Barrels	Barrels
United Kingdom	6,274,298	2,733,744	3,625,425	4,587,429	4,697,745	4,112,356
Irish Free State	.....	.....	.....	.....	.....	139,867
Aden	.....	.....	.....	.....	.....	568
British East Africa	.....	.....	.....	1,450	650	175
British South Africa	425	122,897	222,430	44,359	90,927	83,036
British West Africa	890	1,552	.....	.....	.....	.....
Gambia	.....	.....	.....	.....	55	.....
Gold Coast	.....	.....	412	1,473	1,918	3,324
Nigeria	.....	.....	50	185	3,496	1,933
Sierra Leone	.....	.....	1,925	50	1,327	996
Other B.W. Africa	.....	.....	256	305	3,343	7,917
Bermuda	24,926	22,277	18,497	22,721	18,742	19,249
British East Indies—						
British India	.....	.....	3,214	.....	.....	.....
Straits Settlements	.....	.....	.....	.....	74	110
Other B.E. Indies	.....	10	.....	.....	.....	.....
British Guiana	111,000	132,862	139,987	144,940	175,941	164,321
British Honduras	2,550	.....	3,327	1,972	3,435	5,721
British West Indies—						
Barbados	49,962	68,343	79,463	51,727	63,674	69,585
Jamaica	140,631	149,643	79,429	106,653	208,518	207,761
Trinidad and Tobago	217,892	248,512	257,042	262,101	264,675	258,579
Other B.W. Indies	76,130	85,100	94,253	99,892	124,498	141,253
Egypt	.....	83,181	4,349	35,408	148,716	.....
Gibraltar	4,626	.....	2,775	.....	285	441
Hong Kong	.....	.....	15,400	59,318	177,165	367,157
Malta	.....	.....	11,981	21,664	40,147	20,205
Newfoundland	230,193	425,803	301,566	367,013	370,230	379,513
Total British Empire	7,133,523	4,073,924	4,861,781	5,808,660	6,395,561	5,984,067
Argentine Republic	300	.....	.....	.....	.....	.....
Austria Hungary	.....	.....	10	.....	.....	.....
Austria	.....	.....	.....	.....	114	4,257
Belgium	57,267	24,898	56,667	6,974	10,740	7,627
Belgian Congo	.....	.....	.....	.....	150	120
Brazil	930	1,988	896	930	29,058	38,307
Chile	.....	1,123	.....	305	.....	.....
China	.....	.....	5,450	34,935	336,197	694,099
Colombia	.....	1,200	2,000	1,567	4,816	3,037
Costa Rica	500	20	3,660	2,863	3,817	13,012
Cuba	28,172	87,557	18,721	154,582	243,294	240,041
Czecho-Slovakia	.....	.....	.....	.....	9,732	.....
Denmark	48,196	28,395	36,270	173,943	307,138	294,642
Greenland	4	320	27,511	2,028	925	.....
Ecuador	.....	.....	.....	509	409	148
Egypt	.....	.....	.....	.....	.....	145,596
Esthonia	.....	.....	.....	16,992	70,846	23,304
Finland	.....	.....	19,357	145,106	268,733	249,887
France	1,843,923	229,834	18,173	15	264	1
French Africa	.....	1,762	848	1,428	318	382
French Guiana	875	350	13	125	25	.....
French West Indies	18,368	8,975	2,577	10,462	6,766	10,951
St. Pierre and Miquelon	4,436	6,011	5,095	5,947	6,055	6,008
Germany	.....	61,012	52,987	57,348	1,109,860	2,207,555
Greece	100,182	654,015	141,184	16,264	261,941	366,495
Guatemala	.....	.....	609	5,000	2,208	621
Hayti	2,906	8,226	1,652	12,689	41,603	76,123
Hungary	.....	.....	.....	.....	342	.....
Iceland	.....	.....	.....	.....	1,034	961
Italy	110,607	1,292	714	3,298	22,982	104,616
Japan	.....	500	505	65,948	165,980	64,897
Jugo-Slavia	.....	.....	.....	561	28,553	16,190
Lettonia	.....	.....	2,519	16,610	32,913	26,377
Liberia	.....	.....	.....	.....	154	1,044
Mexico	35	.....	375	3,274	10,780	19,053
Morocco	.....	.....	5,414	10,878	1,555	1,235
Netherlands	132,225	37,425	81,279	41,295	143,814	299,607
Dutch East Indies	.....	1,590	.....	.....	37	.....
Dutch Guiana	275	1,887	2,635	6,663	5,234	4,976
Dutch West Indies	75	1,647	392	3,416	4,442	2,015
Nicaragua	.....	.....	.....	445	355	126
Norway	.....	7,821	6,885	50,445	290,521	381,809
Panama	2,780	2,340	1,200	8,820	15,085	22,258
Peru	.....	.....	.....	.....	50	51
Poland	.....	.....	17,743	12,792	420,916	166,257
Portugal	.....	.....	.....	600	.....	.....
Azores and Madeira	.....	.....	.....	306	.....	.....
Portuguese Africa	125	6,950	4,704	4,000	9,011	10,650
Roumania	31,668	.....	.....	.....	.....	.....
Russia	129,949	63,565	752	128,064	7,158	.....
Salvador	.....	.....	.....	.....	20	.....

TABLE No. 82.—Exports of Wheat flour from Canada by Countries of Destination, by Crop Year 1918-19 to 1923-24—*Concluded*

Countries	1917-19	1919-20	1920-21	1921-22	1922-23	1923-24
WHEAT FLOUR	Barrels	Barrels	Barrels	Barrels	Barrels	Barrels
San Domingo	561	10,099	8,434	7,295	20,941	26,195
Spain	.....	2,728	23,402	255	680	.....
Canary Islands	3,981	1,800	.....	607	9	71
Spanish Africa	.....	.....	.....	214	1,204	637
Sweden	1,717	.....	20,146	43,581	87,432	129,042
Syria	.....	.....	.....	314	.....	357
Turkey	.....	101,600	178,160	241,174	135,738	17,067
United States	3,129	110,557	1,257,139	679,299	432,607	184,381
Alaska	1	26	1,119	94	264	6
Philippine Islands	.....	.....	.....	500	4,680	5,586
Porto Rico	.....	8,279	.....	69	.....	.....
Venezuela	15,580	22,972	17,592	89,100	114,003	139,098
Total Foreign Countries	2,538,767	1,498,764	2,024,779	2,069,929	4,673,493	6,006,775
Grand Total	9,672,290	5,572,688	6,886,560	7,878,589	11,069,054	11,990,842

TABLE No. 83.—Exports of Oats from Canada by Countries of Destination, by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
OATS	bush.	bush.	bush.	bush.	bush.	bush.
United Kingdom	6,467,569	5,686,330	16,531,548	17,081,609	18,244,178	27,974,820
Irish Free State	.....	.....	.....	.....	.....	453,017
Bermuda	119,868	167,158	158,757	234,340	251,041	234,464
British Guiana	57,792	136,062	123,054	139,305	132,655	131,593
British Honduras	.....	.....	728	1,014	1,300	4,464
British West Indies—						
Barbadoes	124,073	171,521	216,569	188,486	201,909	230,702
Jamaica	11,128	46,363	47,867	55,198	51,877	66,061
Trinidad and Tobago	128,532	177,313	175,817	297,683	201,039	210,147
Other British West Indies	11,511	22,584	12,066	9,826	18,357	20,389
Newfoundland	365,841	603,558	546,895	399,557	618,010	591,320
Oceania—	.....	.....	.....	.....	.....	.....
Australia	3	.....	.....	.....	29	.....
New Zealand	.....	.....	.....	.....	.....	909,133
Total, British Empire	7,286,317	7,010,889	17,813,301	18,407,018	19,720,395	30,826,110
Belgium	362,361	731,410	3,851,553	3,180,021	2,121,210	512,864
Brazil	.....	.....	100,000	.....	.....	.....
China	.....	.....	40	.....	.....	60
Cuba	4,822	130,685	157,753	147,917	190,153	404,569
Denmark	.....	.....	.....	47,058	112,936	47,058
Finland	.....	.....	.....	33,900	.....	.....
France	3,893,186	1,332,615	941,518	589,279	203,322	.....
French Guiana	560	611	.....	.....	.....	.....
St. Pierre and Miquelon	2,309	1,376	1,649	1,235	1,682	2,369
Germany	.....	.....	19,765	355,576	9,411	23,520
Hayti	.....	.....	.....	.....	.....	5,388
Italy	553,726	.....	.....	495,353	.....	9,229
Japan	117	1,235	883	588	.....	60
Lettonia	.....	.....	.....	7,150	.....	.....
Mexico	.....	.....	2,125	.....	.....	.....
Netherlands	.....	.....	2,731,729	1,550,509	871,841	587,782
Dutch Guiana	72	.....	.....	.....	.....	.....
Norway	1,667	.....	.....	88,117	40,000	.....
Panama	.....	.....	.....	987	.....	.....
Russia	190,362	.....	.....	.....	.....	.....
Sweden	.....	.....	216,827	.....	.....	.....
Turkey	.....	.....	.....	50	.....	.....
United States	1,383,676	6,126,239	2,871,473	2,121,049	250,759	5,167,877
Alaska	176	20,873	829	1,236	971	15
Philippine Islands	.....	.....	5,037	11,205	38,498	38,243
Total, Foreign Countries	6,393,034	8,345,044	10,901,181	8,631,230	3,840,783	6,799,034
Grand Total	13,679,351	15,355,933	28,714,482	27,038,248	23,561,178	37,625,144

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TABLE No. 84.—Exports of Oatmeal and Rolled Oats from Canada by Countries of Destination by Crop Years, 1919-20 to 1923-24

Countries	1919-20	1920-21	1921-22	1922-23	1923-24
OATMEAL AND ROLLED OATS	cwt.	cwt.	cwt.	cwt.	cwt.
United Kingdom	529,522	476,202	460,539	327,815	698,755
Irish Free State					59,997
British South Africa	24,325	14,977	10,500	13,244	18,829
Bermuda	1,309	788	46	61	206
British India	14				
British Guiana	972	1,419	962	1,593	1,396
British West Indies—					
Barbados	1,123	584	754	1,916	2,157
Jamaica	1,236	29	81	301	331
Trinidad and Tobago	1	40	23	867	553
Other British West Indies	719	737	476	649	737
Egypt					920
Fiji				16	16
Hong Kong	98				539
Newfoundland	11,433	6,893	11,792	6,280	8,435
New Zealand		54			1,200
Total British Empire	570,752	501,723	485,173	352,472	794,071
Austria-Hungary	8				
Belgium		2,880		660	8,335
China	20		2	2	18
Denmark	495	7,150	4,768	12,026	33,002
Greenland		6,272			
Esthonia					275
Finland		6,011	508		36,847
France		576			
French West Indies		1			
St. Pierre and Miquelon	15	5	10	25	
Germany		3,680			1,263
Iceland					1,600
Italy					72
Japan	6				6
Lettonia					182
Netherlands	16,610	6,490	4,406	3,600	23,096
Dutch Guiana				3	9
Dutch West Indies		1			
Norway	22,105	3,885		275	660
Poland	1,440				
Portugal—					
Portuguese Africa	11				
Azores and Madeira					18
Russia					110
Spain		72			
Sweden			660	1,650	34,426
United States	2,562	5,842	12,456	12,214	2,612
Alaska	11	7	30		
Total, Foreign Countries	43,283	42,872	22,840	30,664	142,531
Grand Total	614,035	544,595	508,013	383,136	936,602

TABLE No. 85.—Exports of Barley from Canada by Countries of Destination, by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
BARLEY	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
United Kingdom	7,108,775	9,815,544	8,816,120	10,297,540	11,428,349	14,290,867
British South Africa	52					
Bermuda	2					
British Guiana	15		30		40	42
British West Indies—						
Barbados					135	174
Jamaica				20		
Trinidad and Tobago					35	40
Other British West Indies		2				12
Newfoundland	4	181	8		120	29
Oceania—						
Australia	2					
Total, British Empire	7,108,850	9,815,727	8,816,158	10,297,560	11,428,679	14,291,164
Belgium	141,616	547,403	1,188,567	887,715	296,259	342,707
France		111,497	1,375			
Germany				16,666	16,666	249,040
Italy				7,875		
Netherlands		50,000	801,754	1,195,606	1,163,056	295,337
Norway			4,604			116,683
Serbia	32,519					
Spain			1,833			
Turkey				100		
United States	989,398	366,857	1,306	16,629	936,945	102,236
Alaska	42					
Total, Foreign Countries	1,163,575	1,075,757	1,999,439	2,124,591	2,412,926	1,105,003
Grand Total	8,272,425	10,891,484	10,815,597	12,422,151	13,841,605	15,936,167

TABLE No. 86.—Exports of Flaxseed from Canada by Countries of Destination, by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
FLAX SEED	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
United Kingdom	156,166	115,266	43,040	16,217	1,319	71,536
Bermuda	14					
Total British Empire	156,180	115,266	43,040	16,217	1,319	71,536
Belgium				20		
France		868				
Russia	1,696					
United States	1,039,696	744,248	2,790,822	2,614,386	2,320,329	3,410,314
Total, Foreign Countries	1,041,392	745,816	2,790,822	2,614,406	2,320,329	3,410,314
Grand Total	1,197,572	861,082	2,833,862	2,630,623	2,321,648	3,481,850

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TABLE No. 87.—Exports of Rye from Canada by Countries of Destination, by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
RYE	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
United Kingdom	99,465	1,330,703	826,492	2,212,376	7,896,653	5,178,732
Gibraltar	30,373	.....	.....	.....	.....	.....
Total, British Empire	129,838	1,330,703	826,492	2,212,376	7,896,653	5,178,732
Belgium	42,857	.....	149,468	211,638	.....	164,008
Denmark	.....	.....	17,142	401,999	200,000	164,268
Finland	.....	.....	.....	1,328	49,000	173,053
France	.....	51,863	34,716	.....	.....	93,133
Germany	.....	.....	409,459	650,746	483,642	856,914
Italy	.....	4,340	259,459	.....	.....	.....
Netherlands	.....	.....	565,993	611,641	1,034,204	487,670
Norway	54,070	122,246	510,181	298,273	64,832	391,217
Russia	.....	.....	.....	43,787	.....	.....
Serbia	3,536	.....	.....	.....	.....	.....
Sweden	.....	.....	.....	.....	8,886	62,610
Turkey	.....	.....	.....	50	.....	.....
United States	603,310	834,980	446,525	89,172	438,225	48
Total Foreign Countries	703,773	1,013,429	2,392,943	2,308,634	2,278,789	2,392,921
Grand Total	833,611	2,344,132	3,219,435	4,521,010	10,175,442	7,571,653

TABLE No. 88.—Exports of Rye Flour from Canada by Countries of Destination, by Crop Years, 1918-19 to 1923-24

Countries	1918-19	1919-20	1920-21	1921-22	1922-23	1923-24
RYE FLOUR	Barrel	Barrel	Barrel	Barrel	Barrel	Barrel
United Kingdom	11,064	.....	.....	642	357	1,355
Newfoundland	.....	1	.....	.....	.....	.....
Total British Empire	11,064	1	.....	642	357	1,355
Denmark—Greenland	4	.....	.....	.....	.....	.....
Finland	.....	.....	1,145	.....	.....	.....
Netherlands	.....	441	.....	.....	.....	.....
Norway	.....	25,068	.....	.....	.....	.....
United States	7,554	2,498	.....	1	.....	.....
Alaska	.....	.....	5	.....	.....	.....
Total Foreign Countries	7,558	28,007	1,150	1	.....	.....
Grand Total	18,622	28,008	1,150	643	357	1,355

TABLE No. 89.—Exports of Screenings from Canada by Countries of Destination, by Crop Years, 1919-20 to 1923-24

Countries	1919-20	1920-21	1921-22	1922-23	1923-24
SCREENINGS	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
United Kingdom	2,454	5,309	.....	3,550	.....
Newfoundland	.....	43	.....	.....	.....
Total British Empire	2,454	5,352	.....	3,550	.....
France	11,442	10,654	.....	.....	.....
Japan	.....	.....	.....	.....	.....
Netherlands	.....	.....	20	1,120	.....
United States	1,019,017	958,105	513,328	1,845,701	2,580,893
Total Foreign Countries	1,030,459	968,759	513,348	1,846,821	2,580,893
Grand Total	1,032,913	974,111	513,348	1,850,371	2,580,893

TABLE No. 90.—Exports of Bran, Shorts and Middlings from Canada by Countries of Destination, by Crop Years, 1919-20 to 1923-24

Countries	1919-20	1920-21	1921-22	1922-23	1923-24
BRAN, SHORTS AND MIDDLINGS	Cwt.	Cwt.	Cwt.	Cwt.	Cwt.
United Kingdom	510	4,633	8,167	4,705	33,329
Australia	.....	.....	.....	40	.....
Bermuda	42,420	48,137	42,914	40,104	37,810
British Guiana	865	2,211	678	1,529	762
British Honduras	.....	5	.....	.....	21
British West Indies—					
Barbados	7,666	5,610	4,161	295	135
Jamaica	10	350	225	1,420	404
Trinidad and Tobago	5,122	8,187	13,429	6,737	135
Other B.W. Indies	286	549	580	1,342	227
Hong Kong	.....	1,700	.....	.....	.....
Newfoundland	31,540	33,157	20,031	25,443	30,693
Total British Empire	88,419	104,539	90,185	81,615	103,516
Belgium	277	.....	.....	.....	.....
Cuba	.....	.....	.....	2,600	.....
Dutch West Indies	.....	335	.....	.....	.....
Germany	.....	.....	.....	2,220	1,000
Greece	1,000	.....	.....	.....	.....
Japan	.....	.....	50,235	61,993	.....
Norway	.....	.....	.....	.....	1,105
St. Pierre and Miquelon	254	472	343	684	710
United States	382,459	1,298,326	322,657	2,197,229	3,214,835
Alaska	.....	87	90	172	285
Hawaii	20	392	.....	.....	.....
Porto Rico	.....	.....	.....	.....	.....
Venezuela	.....	50	.....	.....	.....
Total Foreign Countries	384,010	1,299,662	373,325	2,264,898	3,217,935
Grand Total	472,429	1,404,201	463,510	2,346,513	3,321,451

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MILLING STATISTICS

Table No. 91.—Mill Grindings in Canada, by Grains, during the Crop Year 1923-24

—	Eastern Division	Western Division	Total Canada
	Bush.	Bush.	Bush.
Wheat—			
September, 1923	3,116,508	3,475,937	6,592,445
October	5,650,565	4,662,457	10,313,022
November	5,799,812	4,629,396	10,429,208
December	4,399,833	3,752,349	8,152,182
January, 1924	4,623,064	3,863,368	8,486,432
February	4,228,399	3,819,654	8,048,053
March	4,155,389	3,499,593	7,654,982
April	3,291,767	3,201,482	6,493,249
May	4,460,548	3,784,863	8,245,411
June	3,224,849	2,983,984	6,208,833
July	3,183,698	2,858,786	6,042,484
August	3,945,939	2,383,247	6,329,186
Total, Wheat ground	50,080,371	42,915,116	92,995,487
Oats—			
September, 1923	299,181	539,557	838,738
October	574,937	737,727	1,312,664
November	524,491	791,331	1,315,822
December	486,171	642,779	1,128,950
January, 1924	496,792	721,754	1,218,546
February	546,956	620,148	1,167,104
March	506,857	556,312	1,063,169
April	363,480	509,085	872,565
May	294,220	594,319	888,539
June	420,781	439,438	860,219
July	527,646	550,751	1,078,397
August	433,214	529,606	962,820
Total, Oats ground	5,474,726	7,232,807	12,707,533
Barley—			
September, 1923	57,477	38,091	95,568
October	96,038	57,044	153,082
November	79,164	60,335	139,499
December	82,420	51,036	133,456
January, 1924	70,377	41,059	111,436
February	58,453	39,386	97,839
March	37,344	29,096	66,440
April	28,184	25,968	54,152
May	28,947	23,419	52,366
June	17,448	19,338	36,786
July	24,493	23,759	48,252
August	24,913	17,974	42,887
Total, Barley ground	605,258	426,505	1,031,763
Corn—			
September, 1923	125,225	9,141	134,366
October	115,335	8,315	123,650
November	81,743	10,626	92,369
December	104,128	7,767	111,895
January, 1924	141,255	11,177	152,432
February	133,749	8,476	142,225
March	101,737	7,423	109,160
April	93,307	7,101	100,408
May	86,883	6,884	93,767
June	65,366	7,716	73,082
July	71,490	6,895	78,385
August	58,066	7,978	66,044
Total, Corn ground	1,178,284	99,499	1,277,783
Other Grains, including Mixed Grains—			
September, 1923	827,506	21,280	848,786
October	1,096,517	34,656	1,131,173
November	1,278,660	53,280	1,331,940
December	1,350,854	37,765	1,388,619
January, 1924	1,371,402	36,474	1,407,876
February	1,271,113	31,827	1,302,940
March	1,250,066	31,055	1,281,121
April	1,016,102	22,407	1,038,509
May	744,959	24,993	769,952
June	478,516	24,653	503,169
July	409,958	15,029	424,987
August	435,895	17,768	453,663
Total, Other Grains ground	11,531,548	351,187	11,882,735

Table No. 92.—Wheat Products Manufactured in Canada during the Crop Year 1923-24

—	Eastern Division	Western Division	Total Canada
	Bbls.	Bbls.	Bbls.
Flour—No. 1 Patent—			
September, 1923	129,128	242,414	371,542
October	175,952	319,018	494,970
November	206,942	338,340	545,282
December	147,279	261,706	408,985
January, 1924	158,190	256,377	414,567
February	132,703	231,721	364,424
March	157,603	217,384	374,987
April	110,633	192,558	303,191
May	167,139	263,006	430,145
June	123,814	224,426	348,240
July	131,133	239,020	370,153
August	138,733	189,106	327,839
Total	1,779,249	2,975,076	4,754,325
Flour—No. 2 Patent—			
September, 1923	171,352	286,153	457,505
October	267,478	374,310	641,788
November	247,388	360,793	608,181
December	176,717	286,685	463,402
January, 1924	199,223	336,432	535,655
February	172,591	353,083	525,674
March	158,659	326,746	485,405
April	125,365	283,605	408,970
May	219,414	321,419	540,833
June	164,265	242,554	406,819
July	179,778	229,728	409,506
August	163,615	195,370	358,985
Total	2,245,845	3,596,878	5,842,723
Flour—Ontario Winter Straight—			
September, 1923	42,998	.....	42,998
October	49,708	.....	49,708
November	38,412	.....	38,412
December	31,320	.....	31,320
January, 1924	38,444	.....	38,444
February	43,456	.....	43,456
March	41,291	.....	41,291
April	31,570	.....	31,570
May	32,715	.....	32,715
June	26,742	.....	26,742
July	15,241	.....	15,241
August	29,513	.....	29,513
Total	421,410	.....	421,410
Flour—All Other—			
September, 1923	329,781	205,102	534,883
October	744,410	311,249	1,055,659
November	775,728	297,733	1,073,461
December	601,337	241,257	842,594
January, 1924	614,525	201,878	816,403
February	579,921	193,109	773,030
March	551,288	175,221	726,509
April	456,871	174,716	631,587
May	560,803	207,164	767,967
June	379,482	142,624	522,106
July	360,448	119,734	480,182
August	516,455	104,639	621,094
Total	6,471,049	2,374,426	8,845,475
Total Flour (excluding low grade and feed flour)—			
September, 1923	673,259	733,669	1,406,928
October	1,237,548	1,004,577	2,242,125
November	1,268,470	996,866	2,265,336
December	956,653	789,648	1,746,301
January, 1924	1,010,382	794,687	1,805,069
February	928,671	777,913	1,706,584
March	908,841	719,351	1,628,192
April	724,439	650,879	1,375,318
May	980,071	791,589	1,771,660
June	694,303	609,604	1,303,907
July	686,600	588,482	1,275,082
August	848,316	489,115	1,337,431
Total, wheat ground	10,917,553	8,946,380	19,863,933

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TABLE No. 92.—Wheat Products Manufactured in Canada during the Crop Year 1923-24—*Concluded*

	Eastern Division	Western Division	Total, Canada
	Brls.	Brls.	Brls.
Low Grade and Feed Flour—			
September, 1923	21,528	41,181	62,709
October	28,196	46,932	75,128
November	28,194	46,872	75,066
December	23,694	52,157	75,851
January, 1924	20,154	76,626	96,780
February	21,622	79,365	100,987
March	22,755	69,983	92,738
April	12,567	70,367	82,934
May	26,149	60,209	86,358
June	22,033	61,123	83,156
July	23,969	52,418	76,387
August	27,071	46,210	73,281
Total	277,932	703,443	981,375
	Tons	Tons	Tons
Shorts and Middlings—			
September, 1923	15,112	16,256	31,368
October	26,080	20,870	46,950
November	25,703	20,975	46,678
December	18,450	16,629	35,079
January, 1924	20,500	16,361	36,861
February	17,939	16,278	34,217
March	17,506	14,673	32,179
April	13,114	11,434	24,548
May	18,682	14,631	33,313
June	13,927	12,045	25,972
July	14,313	12,183	26,496
August	18,721	10,591	29,312
Total	220,047	182,926	402,973
Bran—			
September, 1923	9,790	11,908	21,698
October	18,295	15,762	34,057
November	19,432	15,873	35,305
December	14,799	12,981	27,780
January, 1924	15,501	13,464	28,965
February	13,210	13,132	26,342
March	14,286	12,040	26,326
April	12,275	11,490	23,765
May	17,288	14,530	31,818
June	11,108	11,344	22,452
July	10,250	10,060	20,310
August	12,396	8,099	20,495
Total	168,630	150,683	319,313

TABLE No. 93—Coarse Grain Products manufactured in Canada by Divisions, during the Crop Year 1923-24

	Eastern Division	Western Division	Total Canada
	Lbs.	Lbs.	Lbs.
Oatmeal—			
September, 1923	590,842	960,910	1,551,752
October	1,499,075	2,740,398	4,239,473
November	1,027,244	2,485,673	3,513,017
December	1,790,644	3,385,369	5,176,013
January, 1924	2,401,159	5,643,573	8,044,732
February	3,158,000	4,253,028	7,411,028
March	1,523,415	3,482,375	5,005,790
April	755,298	2,229,360	2,984,658
May	498,531	5,051,592	5,550,123
June	408,869	2,898,380	3,307,249
July	474,694	3,020,889	3,495,583
August	398,470	862,885	1,261,355
Total	14,526,341	37,014,432	51,540,773
Rolled Oats—			
September, 1923	1,938,270	7,451,263	9,389,533
October	4,649,395	10,146,633	14,796,028
November	4,444,505	10,792,430	15,236,935
December	3,313,936	8,712,844	12,026,780
January, 1924	3,317,218	7,424,111	10,741,329
February	3,570,046	6,771,534	10,341,580
March	4,061,415	6,308,882	10,370,297
April	2,516,320	5,676,629	8,192,949
May	2,293,843	5,112,201	7,406,044
June	4,687,580	5,357,741	10,045,321
July	6,588,370	6,513,764	13,102,134
August	5,518,154	8,110,153	13,628,307
Total	46,899,052	88,378,185	135,277,237
Ground Oats—Feed—			
September, 1923	4,685,619	1,873,088	6,558,707
October	8,276,277	2,232,081	10,508,358
November	6,741,571	3,273,732	10,015,303
December	5,960,398	3,181,470	9,141,868
January, 1924	5,530,894	3,678,742	9,209,636
February	5,916,643	3,458,887	9,375,530
March	6,428,237	3,125,665	9,553,902
April	6,010,005	3,390,758	9,400,763
May	4,362,280	3,425,612	7,787,892
June	3,629,458	2,552,853	6,182,311
July	3,555,760	2,697,323	6,253,083
August	3,447,681	2,394,598	5,842,279
Total	64,544,823	35,284,809	99,829,632
Barley, Pot and Pearl, and Meal—			
September, 1923	382,103	62,916	445,019
October	387,910	110,985	498,895
November	525,729	160,193	685,922
December	1,106,738	147,686	1,254,424
January, 1924	603,236	138,425	741,661
February	428,154	117,404	545,558
March	103,228	23,352	126,580
April	35,476	94,472	129,948
May	76,329	68,551	144,880
June	55,228	10,442	65,670
July	108,009	26,705	134,714
August	127,446	.....	127,446
Total	3,939,586	961,131	4,900,717
Barley—Feed—			
September, 1923	1,703,704	1,671,892	3,375,596
October	3,344,000	2,481,821	5,825,821
November	3,561,091	2,561,301	6,122,392
December	2,517,686	2,186,269	4,703,955
January, 1924	1,949,642	1,679,735	3,629,377
February	1,818,057	1,572,468	3,390,525
March	1,360,885	1,240,943	2,601,828
April	1,250,849	1,032,324	2,283,173
May	1,154,286	1,000,356	2,154,642
June	668,670	898,829	1,567,499
July	835,165	1,087,931	1,923,096
August	864,053	861,482	1,725,535
Total	21,028,088	18,275,351	39,303,439

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TABLE No. 92.—Wheat Products Manufactured in Canada during the Crop Year 1923-24—*Concluded*

—	Eastern Division	Western Division	Total, Canada
	Brls.	Brls.	Brls.
Low Grade and Feed Flour—			
September, 1923	21,528	41,181	62,709
October	28,196	46,932	75,128
November	28,194	46,372	75,066
December	23,694	52,157	75,851
January, 1924	20,154	76,626	96,780
February	21,622	79,365	100,987
March	22,755	69,983	92,738
April	12,567	70,367	82,934
May	26,149	60,209	86,358
June	22,033	61,123	83,156
July	23,969	52,418	76,387
August	27,071	46,210	73,281
Total	277,932	703,443	981,375
	Tons	Tons	Tons
Shorts and Middlings—			
September, 1923	15,112	16,256	31,368
October	26,080	20,870	46,950
November	25,703	20,975	46,678
December	18,450	16,629	35,079
January, 1924	20,500	16,361	36,861
February	17,939	16,278	34,217
March	17,506	14,673	32,179
April	13,114	11,434	24,548
May	18,682	14,631	33,313
June	13,927	12,045	25,972
July	14,313	12,183	26,496
August	18,721	10,591	29,312
Total	220,047	182,926	402,973
Bran—			
September, 1923	9,790	11,908	21,698
October	18,295	15,762	34,057
November	19,432	15,873	35,305
December	14,799	12,981	27,780
January, 1924	15,501	13,464	28,965
February	13,210	13,132	26,342
March	14,286	12,040	26,326
April	12,275	11,490	23,765
May	17,288	14,530	31,818
June	11,108	11,344	22,452
July	10,250	10,060	20,310
August	12,396	8,099	20,495
Total	168,630	150,683	319,313

TABLE No. 93—Coarse Grain Products manufactured in Canada by Divisions, during the Crop Year 1923-24

—	Eastern Division	Western Division	Total Canada
	Lbs.	Lbs.	Lbs.
Oatmeal—			
September, 1923	590,842	960,910	1,551,752
October	1,499,075	2,740,398	4,239,473
November	1,027,344	2,485,673	3,513,017
December	1,790,644	3,385,369	5,176,013
January, 1924	2,401,159	5,643,573	8,044,732
February	3,158,000	4,253,028	7,411,028
March	1,523,415	3,482,375	5,005,790
April	755,298	2,229,360	2,984,658
May	498,531	5,051,592	5,550,123
June	408,869	2,898,380	3,307,249
July	474,694	3,020,889	3,495,583
August	398,470	862,885	1,261,355
Total	14,526,341	37,014,432	51,540,773
Rolled Oats—			
September, 1923	1,938,270	7,451,263	9,389,533
October	4,649,395	10,146,633	14,796,028
November	4,444,505	10,792,430	15,236,935
December	3,313,936	8,712,844	12,026,780
January, 1924	3,317,218	7,424,111	10,741,329
February	3,570,046	6,771,534	10,341,580
March	4,061,415	6,308,882	10,370,297
April	2,516,320	5,676,629	8,192,949
May	2,293,843	5,112,201	7,406,044
June	4,687,580	5,357,741	10,045,321
July	6,588,370	6,513,764	13,102,134
August	5,518,154	8,110,153	13,628,307
Total	46,899,052	88,378,185	135,277,237
Ground Oats—Feed—			
September, 1923	4,685,619	1,873,088	6,558,707
October	8,276,277	2,232,081	10,508,358
November	6,741,571	3,273,732	10,015,303
December	5,960,398	3,181,470	9,141,868
January, 1924	5,530,894	3,678,742	9,209,636
February	5,916,643	3,458,887	9,375,530
March	6,428,237	3,125,665	9,553,902
April	6,010,005	3,390,758	9,400,763
May	4,362,280	3,425,612	7,787,892
June	3,629,458	2,552,853	6,182,311
July	3,555,760	2,697,323	6,253,083
August	3,447,681	2,394,598	5,842,279
Total	64,544,823	35,284,809	99,829,632
Barley, Pot and Pearl, and Meal—			
September, 1923	382,103	62,916	445,019
October	387,910	110,985	498,895
November	525,729	160,193	685,922
December	1,106,738	147,686	1,254,424
January, 1924	603,236	138,425	741,661
February	428,154	117,404	545,558
March	103,228	23,352	126,580
April	35,476	94,472	129,948
May	76,329	68,551	144,880
June	55,228	10,442	65,670
July	108,009	26,705	134,714
August	127,446	.....	127,446
Total	3,939,586	961,131	4,900,717
Barley—Feed—			
September, 1923	1,703,704	1,671,892	3,375,596
October	3,344,000	2,481,821	5,825,821
November	3,561,091	2,561,301	6,122,392
December	2,517,686	2,186,269	4,703,955
January, 1924	1,949,642	1,679,735	3,629,377
February	1,818,057	1,572,468	3,390,525
March	1,360,885	1,240,943	2,601,828
April	1,250,849	1,032,324	2,283,173
May	1,154,286	1,000,356	2,154,642
June	668,670	898,829	1,567,499
July	835,165	1,087,931	1,923,096
August	864,053	861,482	1,725,535
Total	21,028,088	18,275,351	39,303,439

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TABLE No. 92.—Wheat Products Manufactured in Canada during the Crop Year 1923-24—*Concluded*

—	Eastern Division	Western Division	Total, Canada
	Brls.	Brls.	Brls.
Low Grade and Feed Flour—			
September, 1923	21,528	41,181	62,709
October	28,196	46,932	75,128
November	28,194	46,872	75,066
December	23,694	52,157	75,851
January, 1924	20,154	76,626	96,780
February	21,622	79,365	100,987
March	22,755	69,983	92,738
April	12,567	70,367	82,934
May	26,149	60,209	86,358
June	22,033	61,123	83,156
July	23,969	52,418	76,387
August	27,071	46,210	73,281
Total	277,932	703,443	981,375
	Tons	Tons	Tons
Shorts and Middlings—			
September, 1923	15,112	16,256	31,368
October	26,080	20,870	46,950
November	25,703	20,975	46,678
December	18,450	16,629	35,079
January, 1924	20,500	16,361	36,861
February	17,939	16,278	34,217
March	17,506	14,673	32,179
April	13,114	11,434	24,548
May	18,682	14,631	33,313
June	13,927	12,045	25,972
July	14,313	12,183	26,496
August	18,721	10,591	29,312
Total	220,047	182,926	402,973
Bran—			
September, 1923	9,790	11,908	21,698
October	18,295	15,762	34,057
November	19,432	15,873	35,305
December	14,799	12,981	27,780
January, 1924	15,501	13,464	28,965
February	13,210	13,132	26,342
March	14,286	12,040	26,326
April	12,275	11,490	23,765
May	17,288	14,530	31,818
June	11,108	11,344	22,452
July	10,250	10,060	20,310
August	12,396	8,099	20,495
Total	168,630	150,683	319,313

TABLE No. 93—Coarse Grain Products manufactured in Canada by Divisions, during the Crop Year 1923-24

—	Eastern Division	Western Division	Total Canada
	Lbs.	Lbs.	Lbs.
Oatmeal—			
September, 1923	590,842	960,910	1,551,752
October	1,499,075	2,740,398	4,239,473
November	1,027,344	2,485,673	3,513,017
December	1,790,644	3,385,369	5,176,013
January, 1924	2,401,159	5,643,573	8,044,732
February	3,158,000	4,253,028	7,411,028
March	1,523,415	3,482,375	5,005,790
April	755,298	2,229,360	2,984,658
May	498,531	5,051,592	5,550,123
June	408,869	2,898,380	3,307,249
July	474,694	3,020,889	3,495,583
August	398,470	862,885	1,261,355
Total	14,526,341	37,014,432	51,540,773
Rolled Oats—			
September, 1923	1,938,270	7,451,263	9,389,533
October	4,649,395	10,146,633	14,796,028
November	4,444,505	10,792,430	15,236,935
December	3,313,936	8,712,844	12,026,780
January, 1924	3,317,218	7,424,111	10,741,329
February	3,570,046	6,771,534	10,341,580
March	4,061,415	6,308,882	10,370,297
April	2,516,320	5,676,629	8,192,949
May	2,293,843	5,112,201	7,406,044
June	4,687,580	5,357,741	10,045,321
July	6,588,370	6,513,764	13,102,134
August	5,518,154	8,110,153	13,628,307
Total	46,899,052	88,378,185	135,277,237
Ground Oats—Feed—			
September, 1923	4,685,619	1,873,088	6,558,707
October	8,276,277	2,232,081	10,508,358
November	6,741,571	3,273,732	10,015,303
December	5,960,398	3,181,470	9,141,868
January, 1924	5,530,894	3,678,742	9,209,636
February	5,916,643	3,458,887	9,375,530
March	6,428,237	3,125,665	9,553,902
April	6,010,005	3,390,758	9,400,763
May	4,362,280	3,425,612	7,787,892
June	3,629,458	2,552,853	6,182,311
July	3,555,760	2,697,323	6,253,083
August	3,447,681	2,394,598	5,842,279
Total	64,544,823	35,284,809	99,829,632
Barley, Pot and Pearl, and Meal—			
September, 1923	382,103	62,916	445,019
October	387,910	110,985	498,895
November	525,729	160,193	685,922
December	1,106,738	147,686	1,254,424
January, 1924	603,236	138,425	741,661
February	428,154	117,404	545,558
March	103,228	23,352	126,580
April	35,476	94,472	129,948
May	76,329	68,551	144,880
June	55,228	10,442	65,670
July	108,009	26,705	134,714
August	127,446	.....	127,446
Total	3,939,586	961,131	4,900,717
Barley—Feed—			
September, 1923	1,703,704	1,671,892	3,375,596
October	3,344,000	2,481,821	5,825,821
November	3,561,091	2,561,301	6,122,392
December	2,517,686	2,186,269	4,703,955
January, 1924	1,949,642	1,679,735	3,629,377
February	1,818,057	1,572,468	3,390,525
March	1,360,885	1,240,943	2,601,828
April	1,250,849	1,032,324	2,283,173
May	1,154,286	1,000,356	2,154,642
June	668,670	898,829	1,567,499
July	835,165	1,087,931	1,923,096
August	864,053	861,482	1,725,535
Total	21,028,088	18,275,351	39,303,439

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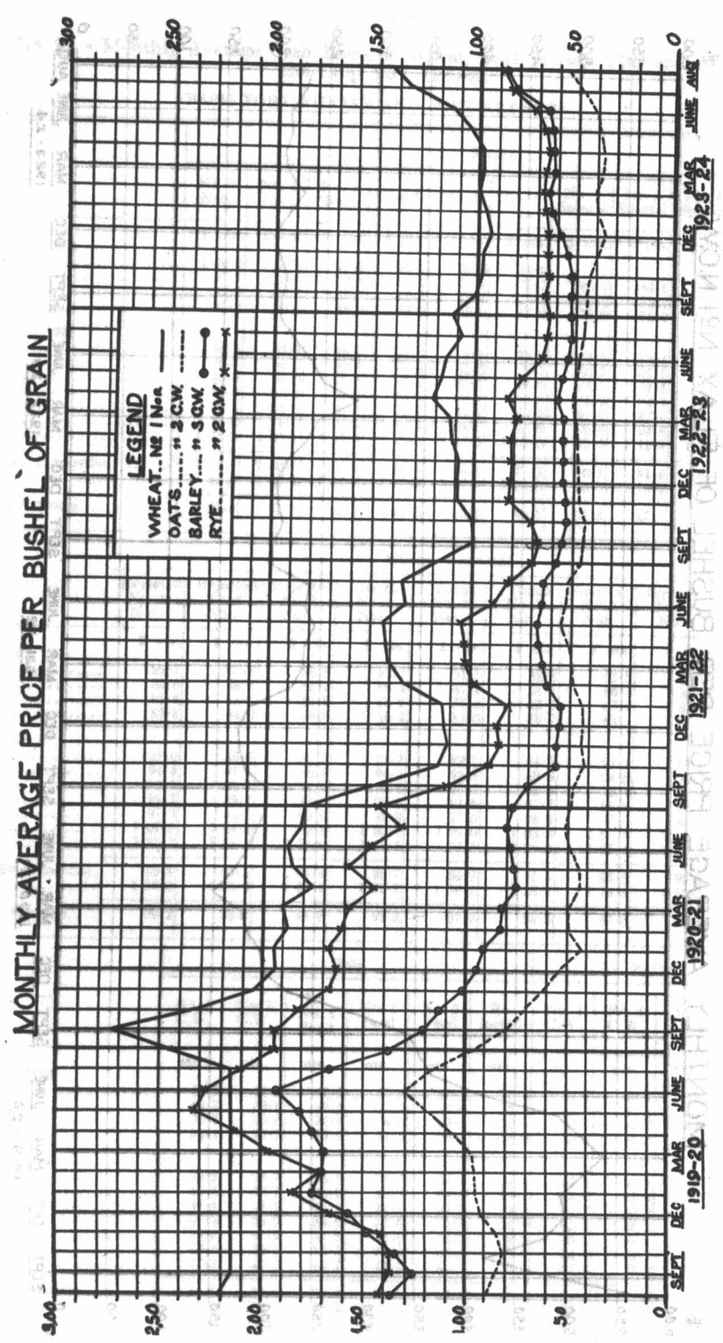
Table No. 93.—Coarse Grain Products manufactured in Canada by Divisions, during the Crop Year 1923-24—*Concluded*

—	Eastern Division	Western Division	Total Canada
	Lbs.	Lbs.	Lbs.
Rye Flour, and Meal—			
September, 1923	163,251	.....	163,251
October	139,420	.....	139,420
November	146,124	28,956	175,080
December	90,118	.....	90,118
January, 1924	54,602	.....	54,602
February	111,766	10,097	121,863
March	25,739	.....	25,739
April	71,162	.....	71,162
May	78,890	223,836	302,726
June	111,132	72,422	183,554
July	107,310	8,036	115,346
August	45,668	.....	45,668
Total	1,145,182	343,347	1,488,529
Corn—Cracked—			
September, 1923	4,468,656	465,472	4,934,128
October	4,442,687	437,756	4,880,443
November	3,063,643	593,860	3,657,503
December	4,073,445	434,874	4,508,319
January, 1924	4,992,792	624,824	5,617,616
February	3,574,307	474,997	4,049,304
March	3,654,114	415,220	4,069,334
April	2,813,217	344,512	3,157,729
May	2,997,892	328,600	3,326,492
June	2,371,041	377,350	2,748,391
July	2,681,993	386,024	3,068,017
August	1,771,157	418,800	2,189,957
Total	40,904,944	5,302,289	46,207,233
Mixed Grain—Feed—			
September, 1923	36,216,093	977,050	37,193,143
October	47,588,177	1,610,040	49,198,217
November	54,968,520	2,234,358	57,202,878
December	58,817,579	1,713,841	60,531,420
January, 1924	61,073,907	1,620,606	62,694,513
February	54,011,795	1,447,349	55,459,144
March	55,846,523	1,380,149	57,226,672
April	46,074,307	1,016,501	47,090,808
May	33,101,779	843,498	33,945,277
June	21,070,053	986,682	22,056,735
July	18,188,914	661,924	18,850,838
August	19,470,448	801,561	20,272,009
Total	506,428,095	15,293,559	521,721,654
Feed not otherwise specified—	Tons	Tons	Tons
September, 1923	1,772	2,886	4,658
October	3,903	3,784	7,687
November	3,418	3,682	7,100
December	4,504	3,176	7,680
January, 1924	3,888	3,570	7,458
February	3,556	2,988	6,544
March	3,254	2,784	6,038
April	2,522	2,531	5,053
May	1,713	3,012	4,725
June	2,352	1,943	4,295
July	3,169	2,752	5,921
August	2,943	2,854	5,797
Total	36,994	35,962	72,956
Other Products (Total for all Canada)—	Corn Flour and Meal Lbs.	Buckwheat Flour Lbs.	
September, 1923	1,202,266	125,570	
October	948,954	605,595	
November	716,051	666,252	
December	844,835	439,155	
January, 1924	1,291,102	223,928	
February	1,695,646	176,641	
March	677,036	287,679	
April	1,034,458	77,926	
May	794,937	45,256	
June	605,714	90,300	
July	523,892	64,568	
August	698,136	36,496	
Total	11,033,027	2,839,366	



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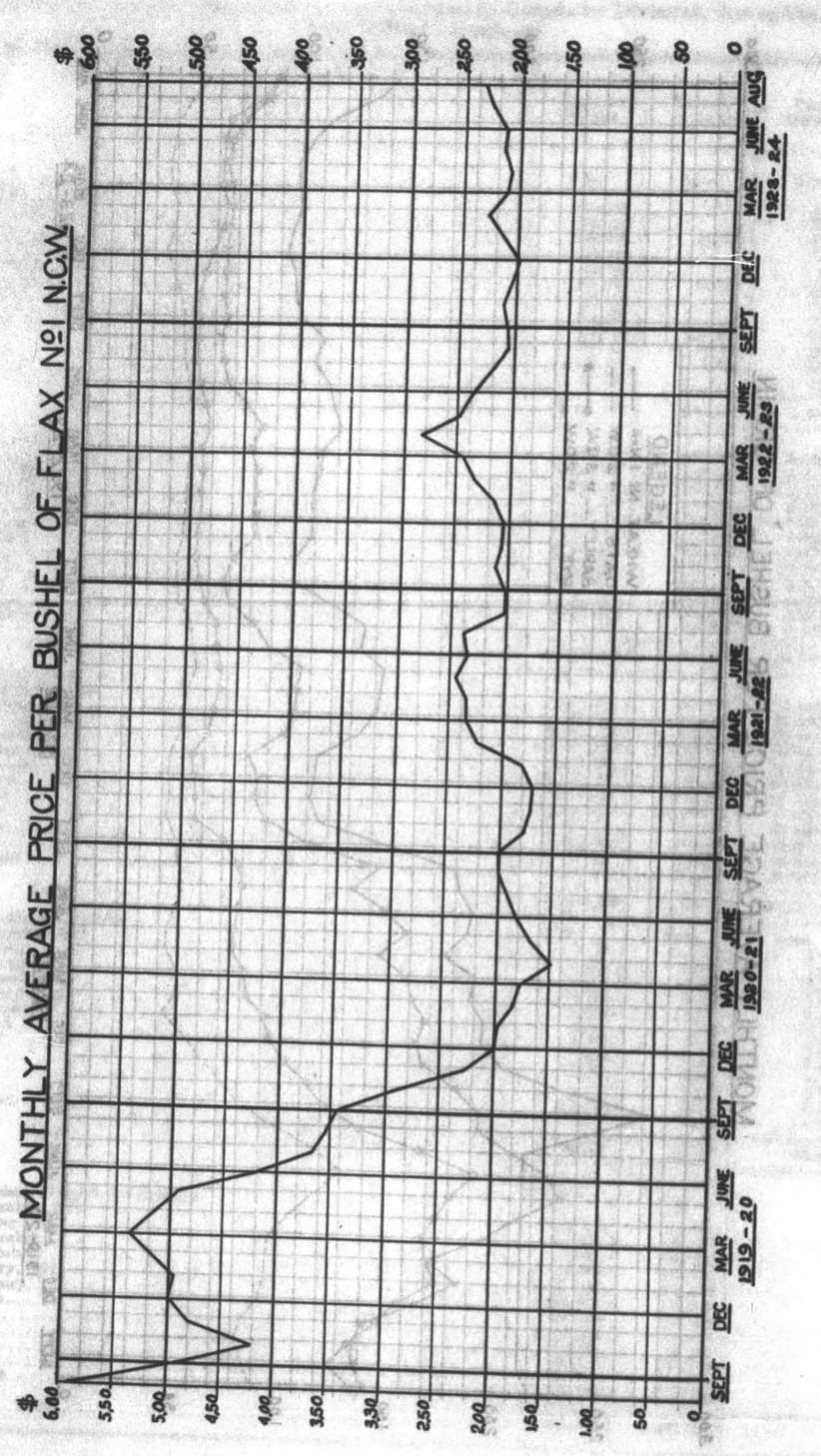

PRICES

Table No. 94.—Monthly Average Cash Prices of Wheat, Oats, Barley, Flax and Rye during the Crop Year 1923-24

(BASIS FORT WILLIAM AND PORT ARTHUR)

—	Wheat									
	No. 1 Nor.	No. 2 Nor.	No. 3 Nor.	No. 4	No. 5	No. 6	No. 4 Special	No. 5 Special	No. 6 Special	Feed
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1923										
September	1 06·2	1 02·0	98·6	90·5	81·0	71·0	.....	.....	.....	63·6
October	97·7	95·3	90·8	84·9	78·9	70·9	85·5	81·6	76·6	66·8
November	97·3	94·2	89·1	82·1	75·7	71·7	82·9	78·9	76·1	69·7
December	93·2	90·2	85·0	78·0	69·9	67·9	78·0	70·0	67·7	66·0
1924										
January	96·5	93·5	88·8	83·6	76·1	73·1	83·6	76·4	73·8	70·3
February	99·7	96·7	92·6	88·2	82·0	76·7	88·2	82·2	78·2	72·0
March	98·0	95·0	90·8	86·2	80·1	74·6	86·2	81·1	76·6	70·1
April	98·3	95·2	91·0	86·7	80·2	75·6	85·9	83·1	79·4	71·6
May	1 04·3	1 00·9	94·0	92·7	87·2	80·5	91·6	87·4	83·4	74·2
June	1 14·0	1 10·5	1 07·0	1 00·9	95·9	90·0	99·8	94·8	91·4	79·8
July	1 35·3	1 31·7	1 27·1	1 20·6	1 12·5	1 03·3	1 19·6	1 12·3	1 07·6	91·7
Average, 11 months	1 03·7	1 00·5	95·9	90·4	83·6	77·8	90·1	84·8	81·1	72·3
August	1 43·5	1 37·3	1 34·7	1 26·6	1 17·6	1 06·0	1 24·6	1 18·2	1 12·2	96·5
Yearly Average	1 07·0	1 03·6	99·1	93·4	86·4	80·1	93·3	87·8	83·9	74·4

—	Wheat—*Concluded*								
	Rejected No. 1 Nor.	Rejected No. 2 Nor.	Rejected No. 3 Nor.	Tough No. 1 Nor.	Tough No. 2 Nor.	Tough No. 3 Nor.	Smutty No. 1 Nor.	Smutty No. 2 Nor.	Smutty No. 3 Nor.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1923									
September	92·7	90·6	86·8	93·7	91·1	88·8	91·8	89·8	85·8
October	89·0	86·6	82·3	88·4	87·4	84·2	86·5	84·6	80·4
November	91·4	88·2	83·0	88·2	87·2	83·8	87·2	85·2	85·2
December	87·3	84·0	76·6	86·2	85·0	79·7	83·4	81·3	77·1
1924									
January	91·0	88·0	82·5	91·2	89·2	84·6	91·1	89·0	83·1
February	94·4	91·4	86·5	94·8	92·8	89·0	94·8	92·8	86·8
March	92·3	89·3	84·3	92·6	90·6	86·6	93·7	91·6	85·8
April	92·1	89·1	83·9	93·6	91·6	87·7	93·6	91·4	86·8
May	97·9	94·9	90·0	99·0	97·0	94·8	98·9	96·6	92·6
June	1 07·3	1 04·3	99·4	1 09·0	1 07·0	1 03·9	1 07·6	1 05·3	1 01·2
July	1 25·2	1 22·2	1 16·9	1 27·6	1 25·6	1 22·8	1 25·4	1 23·1	1 19·4
Average, 11 months	96·4	93·5	88·4	96·7	94·9	91·4	95·8	93·7	89·5
August	1 30·2	1 26·8	1 22·4	1 33·8	1 30·2	1 28·5	1 19·8	1 28·2	1 25·7
Yearly Average	99·2	96·3	91·2	99·8	97·9	94·5	97·8	96·5	92·5

—	Oats						Barley			
	No. 2 C.W.	No. 3 C.W.	Ex. No. 1 Feed	No. 1 Feed	No. 2 Feed	Rejected	No. 3 C.W.	No. 4 C.W.	Rejected	Feed
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1923										
September	44·5	42·6	42·6	41·6	40·2	38·5	52·6	48·7	45·8	45·8
October	42·3	39·4	39·4	37·5	35·0	33·5	51·5	47·8	44·8	44·3
November	39·3	36·6	36·5	34·9	33·2	30·4	53·7	49·7	48·1	46·5
December	36·8	33·9	33·9	31·9	29·7	26·0	56·0	51·6	47·9	47·3
1924										
January	39·2	36·7	36·9	35·7	33·6	31·2	59·8	59·6	54·9	54·9
February	40·4	37·7	38·0	36·2	34·2	32·2	63·9	58·4	55·4	54·6
March	37·8	34·9	35·0	33·6	31·6	29·6	61·7	55·9	53·4	52·4
April	37·3	35·0	34·9	33·8	31·8	28·8	62·2	56·3	53·6	51·9
May	39·0	37·3	37·2	35·0	33·8	30·6	63·7	58·9	55·3	53·7
June	40·7	39·6	39·7	37·0	36·2	33·9	64·9	62·7	59·6	58·8
July	47·9	46·0	45·7	44·3	43·1	39·5	81·4	77·8	72·8	72·0
Average, 11 months	40·5	38·1	38·2	36·5	34·8	32·2	61·0	57·0	53·8	52·9
August	55·0	52·8	52·9	52·0	50·0	47·3	87·0	83·0	79·0	78·8
Yearly Average	41·5	39·4	39·4	37·3	36·0	33·4	63·2	59·2	55·8	55·0

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TABLE No. 94.—Monthly Average Cash Prices os Wheat, Oats, Barley, Flax and Rye during the Crop Year 1923-24—*Concluded*

—	Flax				Rye				
	No. 1 N.W.C.	No. 2 C.W.	No. 3 C.W.	Rejected	No. 1 C.W.	No. 2 C.W.	No. 3 C.W.	Rejected No. 2 C.W.	Rejected
	$ cts.	$ cts.	$ cts.	$ cts.	cts.	cts.	cts.	cts.	cts.
1923									
September	2 09·2	1 99·6	1 69·9	1 69·3	65·8	65·8	63·5	62·6	60·7
October	2 11·4	2 06·8	1 77·6	1 77·6	63·3	63·3	60·9	59·9	58·1
November	2 07·5	2 03·3	1 78·2	1 78·0	64·8	64·7	62·2	61·3	60·3
December	1 99·7	1 95·1	1 71·8	1 71·4	64·7	64·7	59·5	58·6	57·6
1924									
January	2 14·0	2 09·9	1 89·9	1 89·9	66·7	66·7	63·8	62·8	61·8
February	2 29·1	2 24·7	2 00·4	2 00·4	67·4	67·4	64·6	63·6	62·7
March	2 13·2	2 08·8	1 90·4	1 90·4	65·1	65·1	62·9	61·9	60·9
April	2 05·7	2 04·9	1 90·0	1 86·6	64·0	64·0	62·3	61·3	60·3
May	2 15·9	2 11·8	1 94·9	1 94·9	65·9	65·9	64·7	64·0	62·7
June	2 14·4	2 09·9	1 93·4	1 93·4	72·1	72·1	71·2	70·3	69·3
July	2 27·7	2 23·7	1 97·6	1 97·6	82·1	82·1	79·5	78·5	77·6
Average, 11 months	2 13·4	2 09·0	1 86·7	1 86·3	67·4	67·5	65·0	64·1	62·9
August	2 33·9	2 28·2	1 97·9	1 97·9	87·7	87·7	85·3	84·3	83·3
Yearly Average	2 15·1	2 10·5	1 87·6	1 87·2	69·1	69·1	66·7	65·7	64·6

TABLE No. 95.—Monthly Average Cash Prices of Wheat at New York, Crop Year 1923-24

—	No. 2 Red C.I.F. Domestic	No. 1 Dark Spring	No. 2 Hard Winter	No. 1 Northern Manitoba	No. 2 Mixed Durum
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1923					
September	1 17·9	1 41·0	1 15·9	1 23·3	1 10·4
October	1 24·6	1 40·6	1 21·7	1 14·7	1 11·2
November	1 24·1	1 34·0	1 19·2	1 12·2	1 08·4
December	1 24·2	1 35·3	1 22·0	1 12·0	1 09·4
1924					
January	1 26·3	1 40·1	1 25·4	1 16·5	1 14·6
February	1 29·4	1 43·5	1 28·0	1 19·1	1 18·0
March	1 25·0	1 45·1	1 24·2	1 16·6	1 20·8
April	1 23·0	1 42·3	1 20·3	1 14·4	1 17·2
May	1 23·2	1 41·9	1 21·0	1 17·3	1 18·8
June	1 28·2	1 48·0	1 25·9	1 25·3	1 20·8
July	1 40·8	1 61·7	1 39·0	1 47·6	1 35·6
August	1 43·8	1 61·4	1 42·7	1 58·9	1 41·0
Yearly Average	1 27·5	1 44·6	1 25·4	1 23·2	1 18·9

TABLE No. 96.—Monthly Average Cash Prices of Wheat at Minneapolis during the Crop Year 1923-24

Wheat	No. 1 Dark		No. 2 Dark		No. 1 Northern Spring		No. 1 Amber		No. 1 Durum	
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
1923										
September	1 17·4—	1 27·6	1 14·6—	1 24·7	1 15·8—	1 19·9	93·7—	97·7	92·7—	95·1
October	1 17·0—	1 27·6	1 14·0—	1 25·6	1 15·0—	1 20·4	95·3—	1 00·7	94·1—	97·6
November	1 11·9—	1 21·5	1 08·0—	1 19·5	1 08·9—	1 13·8	94·3—	1 02·7	93·3—	98·7
December	1 11·3—	1 22·0	1 09·1—	1 20·0	1 10·1—	1 12·9	93·4—	1 03·3	91·4—	98·4
1924										
January	1 14·4—	1 26·7	1 12·4—	1 24·7	1 13·4—	1 17·3	1 01·0—	1 09·3	99·1—	1 05·6
February	1 16·5—	1 29·9	1 14·5—	1 27·9	1 15·5—	1 19·5	1 05·8—	1 13·8	1 03·9—	1 10·8
March	1 14·3—	1 29·5	1 12·4—	1 27·5	1 13·4—	1 18·5	1 06·1—	1 14·1	1 04·1—	1 11·1
April	1 12·2—	1 28·6	1 09·8—	1 26·6	1 10·7—	1 15·8	1 04·3—	1 12·3	1 02·3—	1 09·3
May	1 15·2—	1 32·8	1 12·2—	1 30·9	1 13·2—	1 17·8	1 09·5—	1 14·4	1 07·5—	1 11·4
June	1 20·7—	1 41·8	1 18·2—	1 39·8	1 18·7—	1 23·9	1 12·5—	1 15·1	1 10·1—	1 11·7
July	1 31·6—	1 53·8	1 28·6—	1 51·[illegible]	1 29·6—	1 34·2	1 24·8—	1 28·4	1 22·8—	1 24·1
August	1 31·9—	1 50·8	1 29·4—	1 48·0	1 29·9—	1 35·3	1 22·7—	1 26·1	1 20·7—	1 22·1
Yearly Average	1 17·9—	1 32·7	1 15·3—	1 30·6	1 16·2—	1 20·8	1 05·3—	1 11·6	1 03·4—	1 08·0

TABLE No. 97.—Monthly Average Price of Wheat Futures at Winnipeg, Minneapolis, Duluth and Chicago markets during the Crop Year period 1923-24 (September 1923 to July, 1924)

(in cents and eighths of a cent per bushel)

WHEAT FUTURES

Month	Market	Sept.	Oct.	Nov.	Dec.	May	July	Sept.	Oct.	Dec.	May
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1923											
September	Winnipeg		97	96⅝	94⅝	100					
	Minneapolis	113⅝			116	119⅝					
	Duluth	97⅝	97⅝		96						
	Chicago	101⅝			104⅝	109⅝	105⅝				
October	Winnipeg		97⅝	97⅝	94⅝	99⅝					
	Minneapolis				115⅝	119⅝					
	Duluth			98	98⅝	103⅝					
	Chicago				107⅝	111⅝	108				
November	Winnipeg			97⅝	93⅝	98⅝	99⅝				
	Minneapolis				109⅝	115⅝					
	Duluth				96⅛	100⅝					
	Chicago				104	109⅝	106⅝				
December	Winnipeg				92⅝	98⅛	99⅝				
	Minneapolis				108⅝	112⅝	113⅝				
	Duluth				96⅝	100⅝					
	Chicago				103⅝	108⅝	106⅝				
1924											
January	Winnipeg					101⅝	103⅛				
	Minneapolis					113⅝	114⅛	112⅛			
	Duluth					105⅛	105⅛				
	Chicago					108⅝	107⅝	106⅝			
February	Winnipeg					103⅝	105⅝		101⅝		
	Minneapolis					115⅝	116⅝	115⅝			
	Duluth					108⅝	108⅝				
	Chicago					111⅝	111⅛	110⅝			
March	Winnipeg					100⅝	102⅝		99⅝		
	Minneapolis					113⅝	114⅝	113⅝			
	Duluth					109	108⅝				
	Chicago					106⅝	107⅝	108			
April	Winnipeg					99	101⅝	100⅝			
	Minneapolis					110⅝	112⅝	111⅝			
	Duluth					107⅝	106⅝	102⅝			
	Chicago					102⅝	104⅝	105⅝		108	
May	Winnipeg					104	105		101⅝		
	Minneapolis					112⅝	113⅝	112⅝			
	Duluth					113⅝	111⅝	106⅝			
	Chicago					104⅝	106⅝	107⅝		110⅝	
June	Winnipeg						114⅛		109⅝	109⅝	
	Minneapolis							117⅝	117⅝	119⅝	
	Duluth						115⅝	111⅛			
	Chicago						111⅝	113		115⅝	
July	Winnipeg						134⅝		128⅝	123⅝	135
	Minneapolis						128⅝	128⅝		130	139
	Duluth						130⅝	122			
	Chicago						125⅝	124		127⅛	131⅝

NOTE.—No quotations for missing markets.

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Table No. 97.—Monthly Average Price of Oat and Barley Futures at Winnipeg, Minneapolis, and Chicago markets during the Crop Year period 1923-24 (September, 1923 to July, 1924)

(in cents and eighths of a cent per bushel)

OAT FUTURES

Month	Market	Sept.	Oct.	Nov.	Dec.	May	July	Sept.	Oct.	Dec.	May
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1923											
September	Winnipeg		42⅝	40⅝	39⅝	42⅝					
	Minneapolis	35⅝			36⅝	35⅝					
	Chicago	38⅝			40⅝	42⅝					
October	Winnipeg		41⅝	40⅝	39	42⅝					
	Minneapolis				38⅝	40⅝					
	Chicago				42⅝	44⅝	44⅛				
November	Winnipeg			39⅝	37⅝	41⅝	41⅝				
	Minneapolis				38⅝	40⅝					
	Chicago				42⅝	44⅝	43⅝				
December	Winnipeg				32⅝	41⅝	42				
	Minneapolis				39⅝	41⅝					
	Chicago				42⅝	45⅝	43⅝				
1924											
January	Winnipeg					43⅝	43⅝				
	Minneapolis					43	42⅝				
	Chicago					47⅝	44⅞	43⅛			
February	Winnipeg					43⅝	44				
	Minneapolis					44⅝	43⅝				
	Chicago					48⅝	46⅝	43⅝			
March	Winnipeg					39⅝	40⅝		37⅝		
	Minneapolis					42⅞	42⅝				
	Chicago					46⅛	45⅛	42			
April	Winnipeg					38	39⅝		39		
	Minneapolis					42⅝	42				
	Chicago					46⅝	44⅛	40⅝			
May	Winnipeg					39⅝	40⅝		38⅝		
	Minneapolis					43⅝	42⅝	36⅝			
	Chicago					46⅝	44⅝	39⅝		41⅛	
June	Winnipeg						41⅝		40⅝	39⅝	
	Minneapolis						45⅝	40		41⅝	
	Chicago						47⅝	42⅝		44⅝	
July	Winnipeg						48		49⅝	47⅛	54⅝
	Minneapolis						50⅝	44⅝		45⅝	
	Chicago						53⅝	47		49	51⅝

BARLEY FUTURES

Month	Market	Sept.	Oct.	Nov.	Dec.	May	July	Sept.	Oct.	Dec.	May
1923											
September	Winnipeg		51⅝	50⅝	50⅝	50⅛					
	Minneapolis	53⅝			54						
October	Winnipeg		51⅝	51⅝	51	54⅝					
	Minneapolis				57⅝	58⅝					
November	Winnipeg			53⅝	51⅝	54⅝					
	Minneapolis				56⅝	58⅝					
December	Winnipeg				56⅝	52⅝	58⅝				
	Minneapolis				53⅝	58⅝					
1924											
January	Winnipeg					63⅛	63⅝				
	Minneapolis					59⅝					
February	Winnipeg					64⅛	62⅝				
	Minneapolis					62⅝					
March	Winnipeg					62	59⅝				
	Minneapolis					65⅝					
April	Winnipeg					61⅝	60⅝		56		
	Minneapolis					66⅝	67⅛	61⅝			
May	Winnipeg					63⅝	63⅛		56⅝		
	Minneapolis					70⅝	64⅝				
June	Winnipeg						65⅝		59⅝	62	
	Minneapolis						68	62⅝			
July	Winnipeg						81⅛		76⅝	71⅛	81⅛
	Minneapolis						76⅝	69⅝			

Note.—No quotations for missing market.

Table No. 97.—Monthly Average Price of Flaxseed Futures at Winnipeg, Minneapolis, and Duluth Markets during the Crop Year period 1923-24 (September 1923, to July, 1924)

(in cents and eighths of a cent per bushel)

FLAXSEED FUTURES

Month	Market	Sept.	Oct.	Nov.	Dec.	Jan.	May	July
1923								
September	Winnipeg		203⅝	206⅝	192		195⅝	
	Minneapolis	234	234⅝	234⅝	234⅝			
	Duluth	236⅛	235⅞	235⅞	232⅝			
October	Winnipeg		210⅝	210⅝	203		205⅝	
	Minneapolis		245	245⅝	246⅝		243⅝	
	Duluth		246⅝	246⅝	244⅝		241⅛	
November	Winnipeg			207⅝	197⅝		203⅝	205⅝
	Minneapolis			240	240⅝	244⅝	242⅝	
	Duluth			239⅝	239⅝	240⅝	240	
December	Winnipeg				198⅝		205	206
	Minneapolis				243⅝	243⅝	243⅝	
	Duluth				241⅝	242⅝	239⅝	
1924								
January	Winnipeg						220⅝	220⅝
	Minneapolis					246⅝	250⅝	
	Duluth					246⅝	249⅝	
February	Winnipeg						233⅝	232⅝
	Minneapolis						258⅝	
	Duluth						257⅝	255⅝
March	Winnipeg						215⅝	215⅝
	Minneapolis						244⅝	
	Duluth						242⅝	241
April	Winnipeg						209	208
	Minneapolis						241⅛	239⅝
	Duluth						238⅝	234⅝
May	Winnipeg						215⅝	211⅝
	Minneapolis						243⅝	238⅝
	Duluth						247⅝	239⅝
June	Winnipeg							213⅝
	Minneapolis							216⅝
	Duluth							235⅝
July	Winnipeg							227⅝
	Duluth							247⅝
	Minneapolis							246

Note.—No quotations for missing market.

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Table No. 97.—Monthly Average Price of Rye Futures at Winnipeg, Minneapolis, Duluth and Chicago markets during the Crop Year period 1923-24 (September 1923, to July, 1924)

(In cents and eighths of a cent per bushel)

RYE FUTURES

Month	Market	Sept.	Oct.	Nov.	Dec.	May	July	Sept.	Oct.	Dec.	May
1923											
September	Winnipeg		66⅛	64⅝	65⅝	69⅝					
	Minneapolis	63⅝			65⅝	69					
	Duluth	66⅛			66⅝	71⅝					
	Chicago	67⅝			69⅝	73⅝					
October	Winnipeg	63⅝		64	64⅝	69⅝					
	Minneapolis				64⅝	69⅝					
	Duluth				66⅝	71⅛					
	Chicago				70⅝	74⅝	72⅝				
November	Winnipeg			64⅝	64	64⅝					
	Minneapolis				62⅛	67					
	Duluth				64⅝	69⅝					
	Chicago				68⅝	73⅛	72⅝				
December	Winnipeg				64⅝	69⅝					
	Minneapolis				63⅝	67⅝	68⅝				
	Duluth				65⅝	70⅝					
	Chicago				68⅛	74	74⅛				
1924											
January	Winnipeg					71⅛	72⅛				
	Minneapolis					66⅝	68⅝				
	Duluth					70⅝	71⅝				
	Chicago					74⅝	75				
February	Winnipeg					70⅝	72				
	Minneapolis					65⅝	66⅝				
	Duluth					69⅝	71				
	Chicago					72⅝	74⅝	75⅝			
March	Winnipeg					67⅝	68⅝				
	Minneapolis					61	62⅝				
	Duluth					65⅝	66⅝	67⅝			
	Chicago					68⅝	70	71⅝			
April	Winnipeg					64⅝	66⅝				
	Minneapolis					58⅝	60⅝	61⅝			
	Duluth					63⅝	64⅝	66⅝			
	Chicago					65⅝	67⅝	68⅝			
May	Winnipeg					66	67⅝		67⅝		
	Minneapolis					60 ½	60⅝	62⅝			
	Duluth					65⅝	66⅛	67⅝			
	Chicago					64⅝	67⅛	69⅛			
June	Winnipeg						72⅝		73		
	Minneapolis						67⅛	68			
	Duluth						71⅛	72⅝			
	Chicago						74⅛	75			
July	Winnipeg						82	85⅝			
	Minneapolis						78⅝	78⅝			
	Duluth						82⅝	83			
	Chicago						84⅝	86			

TRANSPORTATION RATES BY RAIL

Table No. 98.—Freight Rates on Grain, Flaxseed and Flour (see note below) from Points in Manitoba, Saskatchewan and Alberta to Fort William and Port Arthur.

From	Distance to Port Arthur	Grain and grain products Dec. 1, 1921	Flaxseed Dec. 1, 1921	Grain and grain products Jan. 1, 1922	Flaxseed Jan. 1, 1922	Grain and grain products July 6, 1922	Flaxseed July 6, 1922
	Miles	Cts. per 100 lbs.	Cts. per 100 lbs.	Cts. per 100 lbs.	Cts. per 100 lbs.	Cts. per 100 lbs.	Cts. per 100 lbs.
Manitoba—							
Boissevain	607	21	22	21	22	16	17·5
Brandon	572	21	22	21	22	16	17·5
Carberry	550	20·5	21·5	20·5	21·5	16	17·5
Dauphin	616	23·5	24·5	23·5	24·5	18	19·5
Glenboro	529	20·5	21·5	20·5	21·5	16	17·5
Portage la Prairie	492	19	20·5	19	20·5	15	16·5
Souris	575	22	23·5	22	23·5	17	18·5
Winnipeg	438	17	18	17	18	14	15·5
Virden	629	23·5	24·5	23·5	24·5	18	19·5
Saskatchewan—							
Battleford	1,018	35	36	35	36	26	27·5
Biggar	965	35	36	35	36	25	26·5
Broadview	688	26	27	26	27	18	19·5
Elrose	1,037	35	36	35	36	[1]25	[1]26·5
Gravelbourg	920	31	32·5	31	32·5	22	25·5
Indian Head	738	27	28	27	28	19	20·5
Kerrobert	1,044	36	37	36	37	26	27·5
Kindersley	1,037	36	37	36	37	26	27·5
Kisby	685	26	27	26	27	18	19·5
Lanigan	828	32·5	33·5	32·5	33·5	23	24·5
Maple Creek	1,017	32·5	33·5	32·5	33·5	23	24·5
Melville	717	27	28	27	28	19	20·5
Moose Jaw	836	29	30	29	30	20	21·5
Nokomis	824	32·5	33·5	32·5	33·5	23	24·5
Outlook	941	33·5	35	33·5	35	24	25·5
Prince Albert	973	35	36	35	36	25	26·5
Regina	794	29	30	29	30	20	21·5
Saskatoon	908	33·5	35	33·5	35	24	25·5
Shaunavon	968	33·5	35	33·5	35	24	25·5
Shellbrook	988	36	37	36	37	26	27·5
Sutherland	900	33·5	35	33·5	35	24	25·5
Swift Current	932	31	32·5	31	32·5	22	23·5
Weyburn	778	29	30	29	30	20	21·5
Yorkton	737	27	28	27	28	19	20·5
Alberta—							
Athabasca	1,327	39·5	41	39·5	41	29	30·5
Brooks	1,147	35	36	35	36	25	26·5
Calgary	1,304	36	37	36	37	26	27·5
Edmonton	1,232	36	37	36	37	26	27·5
Empress	1,050	35	36	35	36	25	26·5
Hanna	1,173	37	38·5	37	38·5	27	28·5
Hardisty	1,135	36	37	36	37	26	27·5
Lacombe	1,267	37	38·5	37	38·5	27	28·5
Lethbridge	1,181	35	36	35	36	25	26·5
Macleod	1,213	36	37	36	37	26	27·5
Medicine Hat	1,080	33·5	35	33·5	35	24	25·5
Raley	1,213	37	38·5	37	38·5	27	28·5
Tofield	1,191	36	37	36	37	26	27·5
Wainwright	1,105	36	37	36	37	26	27·5
Wetaskiwin	1,230	37	38·5	37	38·5	27	28·5

[1] Increased to 26 and 27·5 respectively, effective August 13, 1924. Distance from Fort William to Port Arthur, 4·4 miles.

Note.—Grain and Grain Products consist of the following:—

Grain

Barley
Buckwheat
Corn, except for corn for popping
Oats
Rye
Speltz
Wheat

Grain Products

Alfalfa meal
Barley cleanings
Breakfast foods or cereals (uncooked), in bags
Barrels or cases
Bran
Buckwheat flour
Chopped feed
Corn flour
Corn meal
Crushed oats
Feed grain, in sacks
Flour (made from grain only)
Grits
Groats
Malt
Middlings
Millfeed
Oathulls
Oatmeal
Pearl barley, in bags or barrels
Pot barley, in bags or barrels
Rolled oats
Rolled wheat
Rye flour and meal
Sweepings and screenings
Shorts
Sprouts, barley
Wheatmeal
Flaxseed includes Linseed meal, Oilcake and Oil meal.

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Table No. 99.—Freight Rates on Grain and Grain Products from Fort William, Port Arthur, and Westfort, All-Rail, to points in Nova Scotia, New Brunswick, Quebec and Ontario. Carloads.

Rates in Cents per 100 lbs.

To	Distance from Port Arthur	Sept. 1, 1917	Mar. 15, 1918	Aug. 12, 1918	Sept. 13, 1920	Jan. 1, 1921	Dec. 1, 1921	Dec. 1, 1921
	Miles							
Ontario—Points as below	.....	21	23	30	42	40½	37½	37½
Quebec—								
Quebec	1,169	21	23	30	42	40½	37½	37½
Three Rivers	1,082	21	23	30	42	40½	37½	37½
Sherbrooke	1,118	28	30	36	50½	48½	45	45
Sorel	1,068	27	29	37	54	52	48	(a) 42½
St. Hyacinthe	1,056	24	26	33½	47	45	42	42
St. Johns	1,044	24	26	33½	47	45	42	42
Thetford Mines	1,185	34	36	45	63	59½	47½	(b) 46½
Montreal	1,020	21	23	30	42	40½	37½	37½
Hull	906	21	23	30	42	40½	37½	37½
Nova Scotia—								
Sydney	1,975	S 38½A W39½	41½	51½	72	69½	64½	(c) 62
New Glasgow	1,793	34½	36½	45½	63½	61½	57	57
Amherst	1,681	34½	36½	45½	63½	61½	57	57
Halifax	1,820	34½	36½	45½	63½	61½	57	57
Truro	1,757	34½	36½	45½	63½	61½	57	57
New Brunswick—								
Moncton	1,633	33½	35½	44½	62½	60	55½	55½
St. John	1,654	33½	35½	44½	63½	60	55½	55½
Fredericton	1,570	33½	35½	44½	62½	60	55½	55½
Bathurst	1,543	33½	35½	44½	62½	60	55½	55½

S. Summer rates. Effective April 1st to Nov. 30th, inclusive.
W. Winter rates. Effective Dec. 1st to March 31st, inclusive.
A. Effective Dec. 5th, 1917, this rate was advanced to 39½c.

(a) Reduced to 42½c. August 7, 1923.
(b) Reduced to 46½c. June 13, 1923.
(c) Reduced to 62c. May 22, 1922.

Ontario Points as above—Ottawa, Brockville, Kingston, Belleville, Peterboro, Orillia, Toronto, Niagara Falls, St. Catharines, Hamilton, Brantford, Galt, Guelph, Kitchener, Woodstock, Stratford, London, St. Thomas, Chatham, Windsor, Owen Sound, Cobalt, Sault Ste. Marie.

Table No. 100.—Freight Rates on Flaxseed, Carloads, from Fort William, Port Arthur, and Westfort to points in Quebec, and Ontario, All-Rail

Rates in Cents per 100 lbs.

To	Distance from Port Arthur	Jan. 1, 1916	Sept. 1, 1917	Mar. 15, 1918	Aug. 12, 1918	Sept. 17, 1920	Jan. 1, 1921	Dec. 1, 1921
	Miles							
Montreal	1,020	23½	23½	25½	32½	45½	44	41
Toronto	871							
London, Ont.	970							

Table No. 101.—Freight Rates on Wheat, Oats, Barley and Flaxseed, Carloads, All-Rail, from Port Arthur, Fort William and Westfort, to points in Eastern United States

Rates in cents per 100 lbs.

To	Distance from Port Arthur	June 21, 1920			August 27, 1920			Dec. 6, 1920		February 22, 1922		
		Wheat	Oats Barley	Flax	Wheat	Oats Barley	Flax	Wheat Oats Barley	Flax	Wheat	Oats Barley	Flax
	miles											
Local delivery—												
Boston, Mass.	1,396											
Cambridge, Mass.	1,320											
Huntingdon, Mass.	1,318											
Newton, Mass.	1,409	37½	37½	52	49½	49½	71½	51½	71½	45	43½	66½
S. Albans, Vt.	1,057											
Springfield, Mass.	1,297											
Webster, Mass.	1,388											
Worcester, Mass.	1 372											
Brooklyn, N.Y.	1,378											
Hoboken, N.Y.	1,378											
Poughkeepsie, N.Y.	1,338	35½	35½	50	47½	47½	69½	49½	69½	43	41½	64½
Yonkers, N.Y.	1,396											
New York, N.Y.	1,410											
Export—		Septem	ber 23,	1921		Jan. 1,	1922			Febr	uary 3,	1922
Boston, Mass.	1,396											
East Boston, Mass.	1,399	37½	37½	69½	35½	34	69½	.....		35½	34	64½
Brooklyn, N.Y.	1,378											
Hoboken, N.Y.	1,378											
Jersey City, N.J.	1,392											
New York, N.Y.	1,410											
Weehawken, N.J.	1,409											

Table No. 102.—Rates on Grain and Grain Products, Carloads, from Fort William, Port Arthur and Westfort to Montreal and Quebec for Export. All Rail.

Applicable only on traffic consigned through to British and Foreign Countries, except Canada, United States, Mexico, Newfoundland, and Islands of St. Pierre and Miquelon.

Rates in Cents per 100 lbs.

To		Distance from Pt. Arthur	—	Wheat, Barley and Oats	Grain and Grain Products	—	—
		Miles					
Montreal	Jan. 1, 1916	1,020	.....	.....	20		
Quebec	" 1, 1916	1,169	.....	.....	(a) 25		
"	" 18, 1916		.....	(a) 20	.....		
Montreal	June 17, 1916		.....	.....	18		
Quebec	Mar. 2, 1917		.....	.....	(a) 20		
			Flour	Grain Products	Grain		
Montreal and Quebec	April 10, 1917		20	21	21		
	Oct. 8, 1917		21½	21½	21		
	April 15, 1918		23½	23½	23		
	July 1, 1918		24	24	23		
	Aug. 12, 1918		.....	31	30		
	Feb. 24, 1919		.....	31	30		
	May 17, 1920		.....	33	30		
	Sept. 13, 1920		.....	45½	42		
	April 11, 1921		.....	43½	40½		
			Grain in Bulk	Grain in Packages	Grain Products		
	May 12, 1921		40½	43½	43½		
	Sept. 23, 1921		36½	37½	37½		
			Wheat in Bulk	Other Grain in Bulk	Grain in Packages	Grain Products	
	April 20, 1922		34½	33	35½	35½	
			Wheat in Bulk	Other Grain in Bulk	Wheat in Packages	Other Grain in Packages	Grain Products
	June 14, 1922		34½	33	35½	34	35½

(a) Exclusive of Terminal Charges.

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Table No. 103.—Freight Rates on Grain and Grain Products also Flaxseed from Fort William, Port Arthur and Westfort to St. John, West St. John and Halifax for Export. All Rail.

Applicable only on shipments consigned through to British and Foreign Countries, except Canada, United States, Mexico, Newfoundland, and Islands of St. Pierre and Miquelon.

Rates in Cents per 100 lb.

To	Distance from Port Arthur	January 1, 1916								March 10, 1917			
		Wheat	Oats and Barley	—	Flaxseed	Rye	Flour	Grain Products except Flour	Grain except Barley, Oats, Rye	Oats and Barley and Rye	Flaxseed	Grain Products except Flour	Flour
	Miles												
St. John, N.B.. West St. John, N.B.....	1,654												
Halifax, N.S...	1,820	23·7	21·2	.....	37·3	21·2	22·3	23·3	24	21·5	37·3	23·5	22·5
				April 20, 1917						March 25, 1918			
		Grain except Barley, Oats, Rye	Oats and Barley	Flaxseed	Rye	Grain Products except Flour	Flour						
St. John, N.B.. West St. John, N.B.....	.....	25·3	21·8	37·3	22·8	25	24	.....	28	25½	40	27½	26½

To		Grain	Flaxseed	Flour	Grain Products except Flour	—
St. John, N.B.	June 25, 1918	34	50	33½	34½	
West St. John, N.B.	July 21, 1919	35½	50	33½	34½	
Halifax, N.S.	May 17, 1920	34	50	35	36	
	Aug. 27, 1920	45½	69½	46½	48	
	Dec. 6, 1920	48	69½	49	50	
	May 12, 1927	45	69½	46	47	
	Sept. 27, 1921	37½	69½	38½	39½	

—		Wheat	Other Grain	Flaxseed	Flour	Grain Products except Flour
St. John, N.B.	Jan. 1, 1922	35½	34	69½	36½	37½
West St. John, N.B.	Feb. 3, 1922	35½	34	64½	36½	37½
Halifax, N.S.						

Table No. 104.—Freight Rates, Carloads, ex Lakes, from Goderich and Port McNicoll to points in Nova Scotia, New Brunswick, Quebec and Ontario, for Local Delivery

Rates in cents per 100 lbs.

WHEAT, OATS AND BARLEY

To	Distance from		September 13, 1920		January 1, 1921		December 1, 1921	
	Goderich	Port McNicoll	Goderich	Port McNicoll	Goderich	Port McNicoll	Goderich	Port McNicoll
	miles	miles						
Ontario—								
Ottawa	381	282						
Brockville	342	264	21½	21½	21	21	19½	19½
Kingston	297	246						
Belleville	247	222	21½	20½	21	19½	19½	18
Peterboro	225	103	21½	13½	21	13	19½	12
Orillia	187	28	20½	9	19½	9	18	8
Toronto	134	109	17½	14½	17	14	15½	13
Niagara Falls	150	202	17½	.....	17	.....	15½	.....
St. Catharines	138	202	17½	.....	17	.....	15½	.....
Hamilton	106	149	14½	17½	14	17	13	15½
Brantford	85	174	13½	20½	13	19½	12	18
Galt	85	156	13½	17½	13	17	12	15½
Guelph	85	153	13½	14½	13	14	12	13
Kitchener	71	171	11	17½	11	17	10	15½
Woodstock	68	187	11	20½	11	19½	10	18
Stratford	47	196	9	.....	9	.....	8	.....
London	62	214	11	20½	11	19½	10	18
St. Thomas	112	221	14½	21½	14	21	13	19½
Chatham	118	279	14½	21½	14	21	13	19½
Windsor	164	326	20½	21½	19½	21	18	19½
Owen Sound	143	178	17½	20½	17	19½	15½	18
Quebec—								
Quebec	639	531						
Three Rivers	549	454	32	32	31	31	29	29
Sherbrooke	566	461						
Sorel	516	449	38	38	36½	36½	34	34
St. Hyacinthe	500	422	28	28	27	27	25	25
St. Johns	492	383						
Thetford Mines	633	529	49	49	42	42	39	[1] 39
Montreal	468	370	21½	31½	21	21	19½	19½
Hull	383	284						
New Brunswick—								
Moncton	1,114	926						
St. John	1,203	836	46	46	44½	44½	41½	41½
Fred'ricton	1,018	817						
Bathurst	991	910						
Nova Scotia—								
Sydney	1,455	1,267	56	56	54	54	50	[2] 50
New Glasgow	1,273	1,085						
Amherst	1,161	973						
Halifax	1,300	1,112	47½	47½	46	46	42½	42½
Truro	1,237	1,049						

FLAXSEED

Montreal	468	370	25	25	24½	24½	22½	[3] 22½
Toronto	134	109	21	18	20½	17½	19	16½

[1]Reduced to 38c. May 29, 1923. [2]Reduced to 48c. June 8, 1922. [3]Increased to 23c. June 8, 1922.

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TABLE No. 105.—Freight Rates on Wheat, Oats and Barley, Carloads, ex Lakes, from Depot Harbour, Midland and Port Colborne, to points in Nova Scotia, New Brunswick, Quebec and Ontario, for *Local Delivery*

To	Distances from			Rate in cents per 100 lbs.								
				September 13, 1920			January 1, 1921			December 1, 1921		
	Depot Harbour	Midland	Port Colborne	Depot Harbour	Midland	Port Colborne	Depot Harbour	Midland	Port Colborne	Depot Harbour	Midland	Port Colborne
	Miles	Miles	Miles									
Ontario—												
Ottawa	263	296	339									
Brockville	298	257	300	21½	21½	21½	21	21	21	19½	19½	19½
Kingston	251	212	255									
Belleville	201	162	205	21½	20½	21½	21	19½	21	19½	18	19½
Peterboro	137	98	183	20½	13½	20½	19½	13	19½	18	12	18
Orillia	77	33	167	17½	9	20½	17	9	19½	15½	8	18
Toronto	153	124	92	21½	14½	13½	21	14	13	19½	13	12
Niagara Falls	235	196	22	21½	20½	9	21	19½	9	19½	18	8
St. Catharines	213	184	22	21½	20½	9	21	19½	9	19½	18	8
Hamilton	191	152	53	21½	17½	11	21	17	11	19½	15½	10
Brantford	212	173	56	21½	20½	11	21	19½	11	19½	18	10
Galt	195	156	77	21½	17½	13½	21	17	13	19½	15½	12
Guelph	179	140	93	21½	14½	13½	21	14	13	19½	13	12
Kitchener	193	154	91	21½	17½	14½	21	17	14	19½	15½	13
Woodstock	235	196	83	21½	20½	13½	21	19½	13	19½	18	12
Stratford	219	180	96	21½	20½	13½	21	19½	13	19½	18	12
London	252	213	111	21½	20½	14½	21	19½	14	19½	18	13
St. Thomas	270	231	103	21½	21½	14½	21	21	14	19½	19½	13
Chatham	316	277	165	21½	21½	20½	21	21	19½	19½	19½	18
Windsor	362	323	211	21½	21½	21½	21	21	21	19½	19½	19½
Quebec—												
Quebec	528	554	597									
Three Rivers	440	497	517	32	32	32	31	31	31	29	29	29
Sherbrooke	476	481	524									
Sorel	426	431	474	38	38	38	36½	36½	36½	34	34	34
St. Hyacinthe	410	415	458									
St. Johns	402	407	450	28	28	28	27	27	27	25	25	25
Thetford Mines	543	548	591	49½	49½	49½	48	48	48	44½	44½	* 44½
Montreal	378	383	426	21½	21½	21½	21	21	21	19½	19½	19½
New Brunswick—												
Moncton	1,024	1,029	1,072									
St. John	1,113	1,118	1,161									
Fredericton	928	933	976	46	46	46	44½	44½	44½	41½	41½	41½
Bathurst	901	406	949									
Nova Scotia—												
Sydney	1,365	1,370	1,413	56	56	56	54	54	54	50	50	† 50
New Glasgow	1,183	1,188	1,231									
Amherst	1,071	1,076	1,119									
Halifax	1,210	1,215	1,258	47½	47½	47½	46	46	46	42½	42½	42½
Truro	1,147	1,152	1,195									

*Thedford Mines reduced to 39c. December 19, 1922, and a further reduction to 38c. June 18, 1923. †Reduced to 48c. June 8, 1922.

TABLE No. 106.—Freight Rates on Grain, ex Lakes, Bay Ports to Montreal, for EXPORT, from 1920 to 1922, inclusive

Effective Date of Tariff	Wheat	Oats		Barley	Flax	Rye	Corn
	60 lbs.	32 lbs.	34 lbs.	48 lbs.	56 lbs.	56 lbs.	56 lbs.
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Sept. 4, 1920	10·65	6·1	.....	8·79	11·43	10·03	10·03
*Sept. 13, 1920	11·8	6·12	6·5	9·4	13·02	10·8	10·8
*April 15, 1921	11·6	6·03	6·4	9·24	12·77	10·63	10·63
*Aug. 9, 1921	8·6	4·82	5·1	7·7	12·77	7·8	7·8
*April 5, 1922	8·6	4·82	5·1	7·7	11·7	7·8	7·8

*Rates are published in cents per 100 lbs., but have been reduced to cents per bushel for comparison.

Published Rates are given below for 100 lbs.

Effective Date of Tariff	Wheat	Oats	Barley	Flax	Rye	Corn
	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.
Sept. 13, 1920	19·67	19·13	19·58	23·25	19·29	19·29
April 15, 1921	19·34	18·83	19·26	22·81	18·98	18·98
Aug. 9, 1921	14·34	15·07	16·04	22·81	13·90	13·90
April 5, 1922	14·34	15·07	16·04	20·89	13·90	13·90

TABLE No. 107.—Freight Rates on Grain and Flaxseed, Carloads, ex Lakes, from Depot Harbour, Goderich, Midland and Port Colborne, to Halifax, St. John, Portland, for Export.

Applicable only on traffic consigned through to British and Foreign Countries, except Canada, United States, Mexico, Newfoundland, and Islands of St. Pierre and Miquelon.

To	Distance from				Cents per Bushel August 27, 1920						Cents per Bushel September 4, 1920					
	Depot Harbour	Midland	Goderich	Port Colborne	Wheat	Oats	Barley	Flaxseed	Rye	Corn	Wheat	Oats	Barley	Flaxseed	Rye	Corn
	Miles	Miles	Miles													
Halifax	1,210	1,215	1,300	1,258	13·90	7·22	11·08	13·86	13·06	13·06	12·70	6·88	10·24	12·60	11·69	11·69
St. John	1,113	1,115	1,203	1,161												
Portland	672	677	762	720	13·30	6·90	10·60	13·30	12·50	12·50	12·10	6·28	9·64	12·00	11·09	11·09
Boston	674	679	764	722												
Quebec	528	555	639	597	.....	.....	.....	.....	.....	.....	a12·10	6·28	9·64	12·00	11·09	11·09
					Cents per 100 lbs. November 4, 1920						Cents per 100 lbs. August 9, 1921					
Halifax	1,210	1,215	1,300	1,258	21·17	20·63	21·08	24·79	20·79	20·79	16·17	17·63	18·08	24·79	15·79	15·79
St. John	1,113	1,115	1,203	1,161												
Portland	672	677	762	720	20·17	19·63	20·08	23·79	19·79	19·79	15·17	16·63	17·08	23·79	14·79	14·79
Boston	674	679	764	722												
Quebec	528	555	639	597												
					Cents per 100 lbs. February 3, 1922						Cents per 100 lbs. October 3, 1923					
Halifax	1,210	1,215	1,300	1,258	16·17	17·63	18·08	22·79	15·79	15·79	15·17	16·63	17·08	21·79	14·79	14·79
St. John	1,113	1,115	1,203	1,161												
Portland	672	677	762	720	15·17	16·63	17·08	21·79	14·79	14·79	15·17	16·63	17·08	21·79	14·79	14·79
Boston	674	679	764	722												
Quebec	528	555	639	597	.....	.....	.....	a21·79	.....	.....	.....	.....	.....	.....	.....	.....

	Wheat	Oats	Barley	Flax	Rye	Corn
NOTE.—Where rates are shown per bushel, the following weights apply:	60	32	48	56	56	56

Previous to August 31, 1918, St. John rates apply only on shipments in bags.
Quebec rates in line marked (a) were effective September 7, 1920, and were the first rates published to that point.

(a) Previous rate of 23·79 was cancelled January 1, 1922, leaving no rate in effect until April 5, 1922.

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Table No. 108.—Freight Rates on Grain and Flaxseed, Carloads, ex Lakes, from Goderich and Port McNicoll, via Canadian Pacific Railway, to Halifax, St. John, West St. John, Boston and Quebec, for Export

Applicable only on traffic consigned through to British and Foreign Countries, except Canada, United States, Mexico, Newfoundland, and Islands of St. Pierre and Miquelon

To	Distance from Port McNicoll	Distance from Goderich	Cents per Bushel November 9, 1918 Wheat	Oats	Barley	Flax	Rye	Corn	Cents per Bushel August 27, 1920 Wheat	Oats	Barley	Flax	Rye	Corn
	Miles	Miles												
Halifax	1,112	1,300	A. 10·4	.....	.....	.....	.....	.....	B. 13·9	.....	.....	.....	.....	.....
St. John	836	1,203	9·8	5·2	8·0	9·8	9·2	9·2	13·3	6·9	10·6	13·3	12·5	12·5
West St. John	837	1,203												
Boston	709	764												
Quebec	531	639												

To	Distance from Port McNicoll	Distance from Goderich	Cents per Bushel September 4, 1920 Wheat	Oats	Barley	Flax	Rye	Corn	Cents per 100 lbs. October 23, 1920 Wheat	Oats	Barley	Flax	Rye	Corn
Halifax	1,112	1,300	B. 12·7	.....	.....	.....	.....	.....	B. 21·17	.....	.....	.....	.....	.....
St. John	836	1,203	12·1	6·28	9·64	12·0	11·09	11·09	20·17	19·63	20·08	23·79	19·79	19·79
West St. John	837	1,203												
Boston	709	764												
Quebec	531	639												

To	Distance from Port McNicoll	Distance from Goderich	Cents per 100 lbs. August 9, 1921 Wheat	Oats	Barley	Flax	Rye	Corn	Cents per 100 lbs. October 1, 1923 Wheat	Oats	Barley	Flax	Rye	Corn
Halifax	1,112	1,300	B. 16·17	.....	.....	.....	.....	.....	D. 15.17	16·63	17·08	21·79	14·79	14·79
St. John	836	1,203	15·17	16·63	17·08	C. 23.79	14·79	14·79	15·17	16·63	17·08	21·79	14·79	14·79
West St. John	837	1,203												
Boston	709	764												
Quebec	531	639												

Note.—Where rates are shown per bushel, the following weights apply:	Wheat	Oats	Barley	Flax	Rye	Corn
	60	32	48	56	56	56

A.—Applies from Port McNicoll only and is effective December 22, 1918.

B.—Applies from Port McNicoll only.

C.—Reduced to 21·79 effective February 3, 1922.

D.—These rates to Halifax were cancelled January 31, 1924, leaving no ex-lake rates to that port.

Table No. 109.—Freight Rates on Grain and Grain Products from Montreal, to Eastern points for Local Delivery, for Furtherance, and for Export

Rates in cents per 100 lbs.

To	Distance from Montreal	Sept. 13, 1920 Local	Sept. 13, 1920 Export	January 1, 1921 Local	January 1, 1921 Furtherance	January 1, 1921 (A) Export	December 1, 1921 Local	December 1, 1921 Furtherance	December 1, 1921 (C) Export	June 8, 1922, except as noted Local	June 8, 1922, except as noted Furtherance	June 8, 1922, except as noted (C) Export
	Miles											
Quebec												
Villeroy	114	14½	.....	14	.....	.....	13	.....	.....	.....	.....	.....
Quebec	171	20½	.....	19½	.....	.....	18	.....	.....	.....	.....	.....
Levis	160	20½	.....	19½	.....	.....	18	.....	.....	.....	.....	.....
Montmagny	191	21½	.....	21	.....	.....	19½	.....	.....	.....	.....	.....
Riviere du Loup	269	26½	.....	25½	.....	.....	24	.....	.....	.....	.....	.....
Mont Joli	352	28½	.....	27½	.....	.....	25½	.....	.....	.....	.....	.....
Matapedia	445	33½	.....	32½	.....	.....	30	.....	.....	.....	.....	.....
New Brunswick—												
Campbellton	457	34½	.....	33	.....	.....	30½	.....	.....	.....	.....	.....
Newcastle	564	35	.....	34	.....	.....	31½	.....	.....	.....	.....	.....
Chatham	577	35	.....	34	.....	.....	31½	.....	.....	.....	.....	.....
Fredericton	547	35	.....	34	.....	.....	31½	.....	.....	.....	.....	.....
Moncton	643	35	.....	34	.....	.....	31½	.....	.....	.....	.....	.....
Point du Chene	662	35	Aug. 10 1920 Sept. 13 1920	34	Feb. 11 1921	.....	31½	.....	Sept. 23 1921	.....	June 8, 1922	July 6, 1923
Petitcodiac	663	35	Grain	34		Grain	31¼	.....	Grain	.....		Gr. 21 Flour 22 Other Gr. Pr. 23
Sussex	688	35		34			31¼	.....		N.C.	26¼	
St. John	732	35	20½ 28½ Flour 21½ 30 Other Gr. Pr. 22 31	34	B 34	29 Flour 30 Other Gr. Pr. 31	31½	B 31½	21½ Flour 22½ Other Gr. Pr. 23½			
Sackville	680	35½	.....	34½	.....	.....	32	.....	.....	.....	.....	.....
Nova Scotia—												
Amherst	690	35½	.....	34½	.....	.....	32	.....	.....	.....	.....	.....
Pictou	789	35½	.....	34½	.....	.....	32	.....	.....	.....	.....	.....
Truro	766	35½	.....	34½	.....	.....	32	.....	.....	.....	.....	.....
New Glasgow	802	35½	.....	34½	.....	.....	32	.....	.....	.....	.....	.....
Antigonish	843	38½	.....	37	.....	.....	34½	.....	.....	34	.....	.....
Mulgrave	882	38½	.....	37	.....	.....	34½	.....	.....	34	.....	.....
Point Tupper	882	40½	.....	39	Feb. 11 1921	.....	36½	.....	.....	35	.....	.....
North Sydney	969	40½	Aug. 10 1920	39	B 39	.....	36½	B 36½	Sept. 23, 1921	N.C.	.....	July 6, 1923
Sydney	984	40½		39	B 39	.....	36½	B 36½		N.C.	D	
Dartmouth	827	35½		34½	Feb' 11, 1921	.....	32	.....				
Halifax	829	35½	Grain 20½ Flour 21½ Other Gr. Pr. [1] 22	34½	B 34	Grain 30 Flour 31 Other Gr. Pr. 32	32	B 31½	Grain 22½ Flour 23½ Other Gr. Pr. [2] 24½	N.C.	B 26½	Grain E 22 Flour E 23 Other Gr. Pr. [3]E 24
Portland, Me.	297	.....	Gr. 29 Flour 30 Other Gr. Pr. 31	.....	.....	.....	.....	.....	Grain 21½ Flour 22½ Gr. Pr. 23½	.....	.....	Grain 21 Flour 22 Gr. Pr. 23

EXPLANATION OF NOTES

A Applicable only on traffic for export to British and Foreign Countries except Newfoundland, Islands of St. Pierre and Miquelon, the United States and Mexico.

B For furtherance to Newfoundland and Islands of St. Pierre and Miquelon.

C Applicable only on traffic consigned through to British and Foreign Countries, Cuba, the Insular Possessions of the United States and the Panama Canal Zone; but not applicable on traffic for points in Canada, the United States, Newfoundland or the Islands of St. Pierre and Miquelon.

D No Rate in effect until August 24, 1922 when same became 30½ cents. Previous Rate cancelled June 8, 1922.

E Halifax (Export) reduced to Grain 21 cents, Flour 22 cents and other grain products 23 cents, effective October 1, 1923.

[1] Effective September 1, 1920
[2] " September 23, 1921
[3] " July 6, 1923.
N.C. No change.

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TABLE No. 110.—Freight Rates on Grain, Grain Products and Flaxseed, Carloads, from points in Manitoba, Saskatchewan and Alberta to Vancouver, B.C., for Local Delivery

Rates in Cents per 100 lbs.

From	Distance	September 13, 1920		January 1, 1921		December 1, 1921		August 1, 1922, except as noted.
		Grain Gr. Pr.	Flaxseed	Grain Gr. Pr.	Flaxseed	Grain Gr. Pr.	Flaxseed	Grain Gr. Pr. and Flaxseed
	miles							
Manitoba—								
Carberry	1,464	69	70	66½	67½	61	62½	58
Glenboro	1,369	69	70	66½	67½	61	62½	58
Dauphin	1,415	69	70	66½	67½	61	62½	57½
Saskatchewan—								
Indian Head	1,151							
Kisby	1,213	69	70	66	67½	61	62½	52½
Shaunavon	994							53½
Kerrobert	979	61½	63	59	60½	54½	56	B 55
Outlook	1,081							49
Sutherland	1,124	65	66	62½	63½	57½	59	50½
Lanigan	1,196	69	70	66½	67½	61	62½	50½
Moose Jaw	1,296							52½
Prince Albert	1,151	65	66	62½	63½	57½	59	50½
Battleford	1,022	62	63½	60	61	55	56½	52½
Kindersley	1,112	61½	63	59	60½	54½	56	50
Gravelbourg	1,409	69	70	66½	67½	61	62½	50
Shellbrook	1,123							52½
Elrose	1,166	65	66	62½	63½	57½	59	51½
Melville	1,280	A 69	A 70	66½	67½	61	62½	C 50½
Biggar	1,033	65	66	62½	63½	57½	59	55
Nokomis	1,174	69	70	66½	67½	61	62½	50
Alberta—								52½
Hardisty	889	57½	58½	54½	56	50½	51½	
Wetaskiwin	794							46½
Brooks	752							43
Raley	825	52	53½	50	51½	46	47½	44
Macleod	751							46
Hanna	976							44
Wainwright	893	A 55½	A 56½	53½	54½	49	50½	46
Tofield	806	A 52	A 53½	50	51½	46	47½	46½
Lacombe	755							43
Athabasca	862							43
Empress	839	52	53½	50	51½	46	47½	46
Calgary	642							46
Edmonton	766							41½
								41½

A. Effective December 1, 1920.

B. Effective December 11, 1922, this rate was reduced to 49c.

C Effective July 15, 1924, this rate was reduced to 50c.

TABLE No. 111.—Freight Rates on Grain and Grain Products from points in Saskatchewan and Alberta to Vancouver, B.C., for Export to Africa, Asia, Australia, Europe, Fiji Island, Mexico, New Zealand, Philippine Islands, and South America. (Will not apply to U.S. or Alaska).

Rates in Cents per 100 lbs.

Carloads

From	Distance to Vancouver, B.C.	May 19, 1920	Sept. 13, 1920	Jan. 1, 1921	Dec. 1, 1921	Aug. 1, 1922	Oct. 22, 1923
	Miles						
Saskatchewan—							
Indian Head	1,151	33	44½	43	39½	31½	28½
Kisbey	1,213	34½	46½	45	41½	33	29½
Shaunavon	994	35	47½	45½	42	F 33½	26
Kerrobert	979	30	40½	39	36	29	26
Outlook	1,081	33	44½	43	39½	31½	28½
Sutherland	1,124	33	44½	43	39½	31½	28½
Lanigan	1,196	34½	46½	45	41½	33	29½
Moose Jaw	1,296	32	43	41½	38½	31	28
Prince Albert	1,151	34	46	44	41	33	29½
Battleford	1,022	31	42	40½	37	29½	26½
Kindersley	1,112	30	40½	39	36	29	26
Shellbrook	1,123	33	44½	43	39½	31½	28½
Elrose	1,166	33	44½	43	A 40½	29½	G 26½
					B 37		
Biggar	1,033	32	43	41½	38½	31	28
Nokomis	1,174	34½	46½	45	41½	33	29½
Gravelbourg	1,409						H 31½
Alberta							
Hardisty	889	30	40½	39	36	29	26
Wetaskiwin	794	28	38	36½	33½	27	24½
Brooks	752	27	36½	35	32½	26	23½
Raley	825	28	38	36½	33½	27	24½
Macleod	751	27	36½	35	32½	26	23½
Hanna	976	30	40½	39	36	29	26
Wainwright	893	.....	.....	C 37½	35	28	25
Tofield	806	.....	.....	E 36½	33½	27	24½
Lacombe	755	D 28	38	36½	33½	27	24½
Athabasca	862	29	39	37½	35	28	25
Empress	839	28	38	36½	33½	27	24½
Calgary	642	E 26	35	34	31	25	22½
Edmonton	766	26	35	34	31	25	22½

A—Effective Nov. 24, 1921.
B—Effective Dec. 1, 1921.
C—Effective Jan. 3, 1921.
D—Effective June 21, 1920.
E—June 21, 1920
F—Effective December 11, 1922 the rate was reduced to 29c.
G—Effective July 17, 1924 the rate was reduced to 26c.
H—Effective March 31, 1924.

TABLE No. 112.—Freight Rates on Grain, Grain Products and Flaxseed, Carloads, from points in Alberta and Saskatchewan to Prince Rupert, B.C., Local Delivery. (No Export Rates published.)

Rates in Cents per 100 lbs.

From	Distance to Prince Rupert	Sept. 13, 1920		Jan. 1, 1921		Dec. 1, 1921		Aug. 1, 1922
		Grain and Gr. Pr.	Flaxseed	Grain and Gr. Pr.	Flaxseed	Grain and Gr. Pr.	Flaxseed	Grain, Grain Products and Flaxseed
	Miles							
Alberta—								
Edmonton	956	52	53½	50	51½	46	47½	46
Calgary	1,187	60	61½	58	59	53½	54½	53
Athabasca	1,052	.....	.....	A 52½	A 54	48½	50	48½
Saskatchewan—								
Battleford	1,212	65	66	62½	63½	57½	59	53½
Prince Albert	1,342	69	70	66½	67½	61	62½	57½
Saskatoon	1,283	65	66	62½	63½	57½	59	55½
Regina	1,443	69	70	66½	67½	61	62½	59½

A.—Effective June 27, 1921.

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TRANSPORTATION AND INSURANCE RATES BY WATER

Table No. 113.—Average Lake Freight Rates on Canadian Wheat

TO GEORGIAN BAY PORTS
(including Goderich)
Compiled by the Transportation Branch
(Cents per bushel)

—	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924
April	2·42	1·82	1·61	4·28	.....	5·04	3·50	3·01	2·68	2·99	.....	3·43
May	2·16	1·45	1·21	3·91	4·81	3·61	3·07	3·00	2·29	2·43	4·10	2·65
June	2·18	1·11	1·16	3·44	4·64	3·50	3·00	3·00	2·25	2·46	3·71	2·26
July	1·59	·90	1·09	4·27	3·22	3·50	2·34	3·00	2·26	2·54	2·86	2·51
August	1·43	1·04	1·18	4·57	3·74	3·50	2·36	2·99	2·25	3·85	2·99	2·44
September	1·53	1·23	1·94	4·07	3·32	4·00	2·93	3·87	2·97	3·00	3·54	2·19
October	2·21	1·26	3·65	3·84	3·99	3·99	3·00	5·08	3·01	3·88	4·53	2·91
November	2·46	1·35	.....	4·28	4·03	4·11	3·00	5·52	3·08	5·65	3·87	3·83
December	3·35	2·20	.....	4·53	5·00	5·38	5·15	5·64	4·59	6·25	4·72	5·41
Average	2·28	1·46	1·69	4·13	4·25	4·32	3·15	4·17	2·96	4·13	4·07	3·62

TO PORT COLBORNE

April	2·59	1·75	1·75	5·19	.....	5·50	3·95	3·50	3·82	3·44	.....	4·18
May	2·20	1·60	1·35	3·73	4·78	3·50	3·31	3·50	3·18	3·02	4·45	3·34
June	1·75	1·41	1·22	3·20	4·42	3·67	3·02	3·44	2·70	2·96	4·17	3·19
July	2·37	1·35	1·26	3·10	3·85	3·72	2·57	3·50	2·77	3·01	3·67	2·83
August	1·92	1·05	1·27	3·46	3·87	3·64	3·43	3·50	2·63	3·33	3·33	2·48
September	1·96	1·34	1·82	3·39	3·52	4·19	3·41	4·32	3·19	3·72	3·99	3·29
October	2·76	1·40	3·27	3·92	4·07	4·27	3·41	6·05	3·31	4·29	4·57	3·71
November	2·78	1·52	.....	4·12	4·41	4·11	3·31	6·32	3·18	4·71	4·51	3·84
December	3·08	2·24	.....	4·93	4·90	5·78	5·60	6·75	3·79	5·74	4·30	4·70
Average	2·43	1·48	1·71	3·89	4·18	4·48	3·46	4·57	3·13	3·81	4·24	3·46

TO BUFFALO

April	2·73	2·79	.....	5·19	.....	4·00	.....	.....	2·27	2·31	.....	2·90
May	2·44	1·26	·89	4·17	5·62	4·00	3·50	.....	1·75	2·17	5·29	2·14
June	1·95	1·41	1·00	3·61	6·07	4·00	.....	.....	1·75	2·02	4·86	1·63
July	2·28	·82	1·58	4·45	3·99	4·00	3·00	.....	1·78	2·28	3·64	1·61
August	1·96	2·10	.....	4·58	4·38	.....	3·50	3·00	1·84	2·73	3·20	1·47
September	1·73	1·11	2·60	3·76	4·27	.....	.....	5·34	2·04	2·84	4·58	1·95
October	2·87	1·59	7·08	4·27	4·50	.....	.....	6·06	2·05	4·49	5·24	2·26
November	2·99	1·46	.....	4·03	4·47	6·00	.....	5·74	2·76	4·87	3·64	3·29
December	3·29	2·23	.....	4·23	5·13	.....	6·00	5·31	4·86	5·89	4·80	5·37
Average	2·43	1·63	2·63	4·25	5·00	4·11	3·73	5·70	2·15	4·49	4·42	2·88

TO MONTREAL

April	6·01	5·52	4·83	7·00	.....	.....	12·00	.....	12·63	9·67	.....	11·71
May	5·52	5·01	4·19	8·05	10·50	10·50	11·50	11·00	11·71	9·49	12·10	9·57
June	4·68	4·17	3·89	6·71	10·57	10·50	.....	11·00	10·18	9·75	10·26	9·33
July	4·08	4·02	3·59	7·62	7·20	10·50	9·89	.....	10·00	9·75	9·32	6·52
August	5·44	4·47	4·09	7·62	9·78	11·35	10·50	.....	10·00	10·40	9·05	6·81
September	5·28	4·53	5·21	7·61	9·44	12·50	11·00	13·46	10·00	9·77	10·77	10·06
October	6·31	4·31	3·72	.....	11·00	12·50	.....	11·00	11·00	11·93	12·61	10·22
November	6·34	4·30	.....	9·11	11·00	12·50	11·10	.....	11·00	12·63	11·01	9·57
December	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Average	5·35	4·58	4·22	7·67	9·78	11·39	10·76	11·64	10·86	10·60	10·70	8·99

—	Geo. Bay to Quebec	Buffalo to Montreal	Port Colborne to Montreal			
	1924	1924	1921	1922	1923	1924
April	.....	7·00	8·50	6·44	.....	7·02
May	12·00	6·53	8·50	6·14	7·33	6·62
June	10·75	5·80	7·87	6·37	6·62	5·97
July	.....	4·58	7·50	6·42	6·15	4·71
August	9·00	4·21	.....	6·21	5·39	4·32
September	.....	6·01	7·87	6·15	4·41	4·73
October	.....	6·83	7·50	6·92	6·61	5·98
November	.....	7·34	7·25	7·02	6·43	6·54
December	.....	.....	.....	.....	6·00	5·74
Average	10·5	5·91	.....	6·41	6·07	5·58

Table No. 114.—Lake Insurance Rates—Period May 11 (opening of Navigation) to December 12, 1924

FROM FORT WILLIAM AND PORT ARTHUR

Applying on Cargoes loaded to Lower Lake Ports

				Per $100.00
Opening of navigation to May 11, inclusive,		not beyond Buffalo		10c.
From May 12 to June 4,	"	beyond	"	20c.
	"	not beyond	"	6c.
From June 5 to Sept. 19,	"	beyond	"	15c.
	"	not beyond	"	3c.
From Sept. 20 to Nov. 30,	"	beyond	"	7½c.
	"	not beyond	"	7½c.
From Dec. 1 to Dec. 5,	"	beyond	"	15c.
Dec. 6 to Dec. 9,	"	not beyond	"	25c.
From Dec. 10 to Dec. 12,	"	"	"	30c.
				40c.

Table No. 115.—Ocean Freight Rates on Grain from Montreal for the season of Navigation 1924 to Ports mentioned

—	Liverpool	Manchester	Cardiff	London	Avonmouth
	per bush. c. c.	per bush. c. c.	per bush. c c.	per bush. c. c.	per bush. c. c.
May	7·6—10·3	10·3—	8·3— 9·9	8·3— 9·5	9·1—10·6
June	6·8—10·3	9·9—10·3	7·6—	6·8— 9·1	7·6—11·8
July	6·8— 9·1	6·8—	7·6—	6·8— 7·6	7·2—11·0
August	6·8— 9·1	7·2— 7·6	7·2— 7·6	6·8— 8·7	7·6— 9·9
September	8·3— 9·9	8·3— 9·1	8·3—10·6	8·3—10·6	7·6—11·4
October	9·1— 9·9	8·3— 9·9	9·1—10·6	9·1—11·4	9·9—12·2
November	10·6—11·2	9·9—11·4	9·1—10·2	9·1—10·6	11·4—12·5

—	Hull	Newcastle	Glasgow	Leith	Dublin
	per bush. c. c.	per bush. c. c.	per bush. c. c.	per bush. c. c.	per bush. c. c.
May	12·2—	9·0—10·6	9·0—10·8	9·0—10·6	10·6—
June	.....	9·0—10·3	6·8— 9·9	9·4—10·3	.....
July	.....	8·3— 9·0	6·8— 7·6	.....	8·3—
August	8·8—	8·3—	6·8— 7·9	7·4—10·6	.....
September	9·9—10·3	10·6—	6·8— 9·1	.....	.....
October	8·3—	10·6—11·4	9·1—	10·6—11·4	9·9—11·4
November	11·2—	10·6—12·2	9·1— 9·9	10·8—12·1	10·6—11·4

—	Havre	Belfast	Antwerp	Rotterdam	Hamburg
	per bush. c. c.	per bush. c. c.	per bush. c. c.	per bush. c. c.	per bush. c. c.
May	.....	.....	8·4—10·0	9·6—	9·0—10·2
June	4·8—10·2	.....	8·4— 9·6	6·0—10·2	9·6—11·2
July	10·2—	.....	6·0— 9·0	6·0— 6·6	4·2— 6·6
August	5·4— 6·6	9·0—	6·6— 9·0	5·4— 7·8	4·8— 5·4
September	8·4— 9·8	9·0—	7·2—10·00	7·8— 9·0	6·0—10·8
October	7·2—10·8	9·1—	7·8—10·0	9·0—10·2	7·2—10·8
November	9·8—10·8	10·1—	6·0—10·0	7·8—10·2	8·4—10·8

Table No. 116.—Ocean Insurance Rates—Montreal to Liverpool

	Per $100.00
May 1 to October 15, 1924	15c.
October 16 to November 15, 1924	20c.
November 16 to November 25, 1924	25c.

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Table No. 117.—Ocean Freight Rates on Grain from St. John, N.B, for the Calendar Year 1924 for the undermentioned United Kingdom and Continental European Ports

To	January	February	March	April	May	June
	Min. Max.	Min. Max.	Min. Max.	Min. Max.	Min. Max.	Min. Max.
United Kingdom	6·8— 8·4	7·6—9	6·1— 7·6	5·3— 6·1	6·8— 9·6	6·8— 7·6
Continental Europe	14	14	14	14	14—16	14—17

To	July	August	September	October	November	December
	Min. Max.	Min. Max.	Min. Max.	Min. Max.	Min. Max.	Min. Max.
United Kingdom	6·8— 9	6·5— 8·0	7·6—10·6	9—11	11·4—12·2	—
Continental Europe	11—12	11—12	14—21	14—23	17—23	—

Table No. 118.—Ocean Freight Rates from Vancouver, B.C., to United Kingdom and Continent via Panama Canal

BULK WHEAT SHIPMENTS

Rate in cents per bushel

Average rate of exchange $4.40 to £1

1924	
January	22·1
February	22·1—23·5
March	21·3—23·5
April	20·6—22·1
May	19·8—20·6
June	19·1—19·8
July	17·7
August	17·7
September	17·7
October	17·7—19·1
November	13·2
December	17·7

Table No. 119.—Ocean Freight Rates from Vancouver to Yokohama, Shanghai and Hong Kong

SACKED WHEAT—Per Bushel

1924	
January	18·0—19·5
February	19·5
March	20·2
April	18·7
May	13·5
June	12·0—12·7
July	12
August	12
September	11·2
October	10·5—11·2
November	—
December	—

Table No. 120.—Wheat: Comparison of Weekly Receipts and Prices at Chief Markets in Canada, Great Britain, and the United States

Week ending	Receipts at Fort William and Port Arthur	Winnipeg Price No. 1 Northern	Receipts at Minneapolis	Minneapolis Price Dark Spring Northern	Receipts at Duluth	Duluth Price Dark Spring Northern	Receipts at Great Britain	Liverpool Contract Grade Price No. 1 Nor.	World's shipments Wheat and Wheat Flour to Europe (Broomhall)
1923	Bush.	$ c. $ c.	Bush.	$ c. $ c.	Bush.	$ c. $ c.	Bush.	$ c. $ c.	Bush.
Sept. 8	901,211	1 13⅞—1 19⅞	3,458,000	1 17½—1 33½	2,143,000	1 22¼—1 31½	4,539,336	1 34½—1 35½	7,600,000
" 15	1,927,961	1 05⅞—1 16⅞	3,872,000	1 13¼—1 31½	2,636,000	1 17¼—1 23⅞	3,930,040	1 36⅞—1 36⅞	7,192,000
" 22	3,217,938	1 00 —1 02⅞	4,296,000	1 14¼—1 26¼	2,434,000	1 17¼—1 25⅞	5,210,384	1 35¼—1 35⅞	10,648,000
" 29	13,200,630	96⅞— 99	3,984,000	1 16¼—1 27⅞	1,675,000	1 16⅞—1 26½	3,939,832	1 49⅞—1 50⅞	9,400,000
Oct. 6	16,172,055	97⅞—1 00⅞	3,970,000	1 17¼—1 28½	1,300,000	1 17¼—1 25½	.....	1 52 —1 53	7,480,000
" 13	13,726,927	97¼—1 00⅞	2,871,000	1 18 —1 30⅞	1,382,000	1 18 —1 27⅞	.....	1 52 —1 52⅞	6,488,000
" 20	15,323,270	95¼— 97⅞	3,388,000	1 14¼—1 28½	858,000	1 15⅞—1 26½	4,487,848	1 50⅞—1 52	9,984,000
" 27	15,412,644	95⅞— 97½	3,035,000	1 14¼—1 29½	1,010,000	1 15¼—1 20⅞	3,870,264	1 49 —1 49⅞	7,080,000
Nov. 3	14,659,123	96⅞— 98⅞	3,987,000	1 14 —1 28	996,000	1 14 —1 20½	3,869,528	1 49⅞	8,528,000
" 10	17,036,898	96¼— 98½	4,863,000	1 10⅞—1 23½	1,551,000	1 08⅞—1 19½	3,024,984	1 50⅞	11,104,000
" 17	16,821,083	97 — 97⅞	3,416,000	1 10¼—1 20⅞	1,424,000	1 08¼—1 15½	3,126,848	1 48⅞—1 49⅞	10,656,000
" 24	17,160,932	97 — 99	2,239,000	1 10¼—1 22	1,636,000	1 09¼—1 17	3,426,424	1 43⅞—1 44½	13,320,000
Dec. 1	17,189,560	93⅞— 97⅞	2,270,000	1 09¼—1 21⅞	1,044,000	1 09¼—1 15½	4,011,096	.....	11,776,000
" 8	16,109,938	94¼— 96⅞	2,176,000	1 11¼—1 25½	886,000	1 10⅞—1 17½	4,516,624	1 44¼—1 44⅞	13,464,000
" 15	13,815,983	91⅞— 93	2,677,000	1 11¼—1 24½	942,000	1 09¼—1 16½	4,640,496	1 44¼—1 44⅞	12,688,000
" 22	12,237,653	91⅞— 92⅞	2,506,000	1 07¼—1 22⅞	486,000	1 08¼—1 20⅞	5,462,904	1 44¼—1 44⅞	10,920,000
" 29	7,098,318	91⅞— 93⅞	1,933,000	1 08¼—1 21½	467,000	1 08⅞—1 16½	3,364,352	.....	14,792,000
1924									
Jan. 5	5,338,635	93⅞— 95½	836,000	1 12⅞—1 24⅞	639,000	1 12⅞—1 17⅞	.....	1 28 —1 30	16,776,000
" 12	3,556,401	96 — 97½	1,097,000	1 14¼—1 26½	308,000	1 13¼—1 23⅞	2,758,736	1 30 —1 34	11,344,000
" 19	2,442,071	96⅞— 97½	1,522,000	1 13¼—1 27½	173,000	1 12¼—1 23⅞	3,077,064	133	11,072,000
" 26	2,241,388	96¼— 97	1,431,000	1 13¼—1 27¼	201,000	1 12¼—1 23⅞	2,773,576	.....	11,800,000
Feb. 2	2,048,484	97¼— 99	1,940,000	1 14¼—1 31	179,000	1 13¼—1 26	.....	.....	8,496,000
" 9	1,255,404	99¼—1 00⅞	1,782,000	1 16¼—1 31½	189,000	1 15¼—1 26⅞	2,996,624	.....	8,048,000
" 16	1,055,132	98¼—1 00⅞	1,896,000	1 14¼—1 30½	217,000	1 13¼—1 26⅞	3,222,760	.....	11,064,000
" 23	726,617	98⅞—1 00⅞	1,716,000	1 15¼—1 30⅞	195,000	1 14¼—1 25⅞	1,816,548	.....	9,600,000
Mar. 1	521,190	99¼—1 00⅞	1,754,000	1 15¼—1 30½	358,000	1 14¼—1 25½	.....	.....	12,456,000
" 8	639,296	99¼—1 00⅞	1,853,000	1 17¼—1 33½	310,000	1 16 —1 27½	6,352,336	1 39 —1 41	10,536,000
" 15	519,421	96⅞— 99½	1,991,000	1 12¼—1 31½	271,000	1 12 —1 25½	6,058,760	1 36 —1 39	15,536,000
" 22	722,722	97¼— 99	1,804,000	1 13¼—1 30⅞	342,000	1 12¼—1 23⅞	7,547,664	1 35 —1 36	13,584,000
" 29	534,592	95¼— 96⅞	1,101,000	1 10¼—1 28	397,000	1 09¼—1 21	5,183,832	1 32 —1 37	12,056,000
April 5	409,885	95¼— 98⅞	1,286,000	1 11¼—1 28	255,000	1 10¼—1 21½	3,911,392	1 30 —1 32	13,008,000
" 12	467,945	97⅞— 98⅞	729,000	1 11¼—1 27⅞	333,000	1 07¼—1 22⅞	2,943,432	1 31 —1 32	14,664,000
" 19	307,903	98⅞— 99⅞	666,000	1 10¼—1 29⅞	183,000	1 09¼—1 26⅞	3,292,864	1 29 —1 30	13,936,000
" 26	1,858,977	98⅞— 99⅞	782,000	1 12¼—1 31½	332,000	1 10¼—1 26½	4,499,936	1 30 —1 31	14,664,000
May 3	5,075,873	99¼—1 02	708,000	1 12¼—1 32	327,000	1 10¼—1 29	4,785,832	1 32	13,368,000
" 10	2,856,439	1 02 —1 03⅞	981,000	1 13¼—1 32⅞	247,000	1 11¼—1 29⅞	3,597,784	1 32 —1 33	13,688,000
" 17	2,416,564	1 01⅞—1 04½	1,213,000	1 14¼—1 33	377,000	1 11¼—1 29⅞	4,360,312	1 30 —1 32	13,520,000
" 24	3,303,588	1 03⅞—1 07⅞	919,000	1 15¼—1 35½	546,000	1 11¼—1 29⅞	4,430,896	1 29 —1 30	13,792,000
" 31	4,828,348	1 05¼—1 08	1,382,000	1 14¼—1 35½	425,000	1 12¼—1 29⅞	5,880,416	1 29 —1 31	11,600,000
June 7	4,885,704	1 05¼—1 07⅞	1,288,000	1 11¼—1 32½	578,000	1 09¼—1 26⅞	4,104,992	1 30 —1 31	16,752,000
" 14	5,295,610	1 07 —1 11½	1,279,000	1 12¼—1 42½	533,000	1 10¼—1 38⅞	3,859,048	1 30 —1 35	15,664,000
" 21	5,227,613	1 15⅞—1 19½	1,565,000	1 23¼—1 48½	656,000	1 19¼—1 41½	4,737,824	1 37 —1 41	13,944,000
" 28	4,906,814	1 18¼—1 20⅞	1,562,000	1 24¼—1 50⅞	591,000	1 20¼—1 44⅞	4,967,520	1 40 —1 42	13,568,000
July 5	4,318,103	1 21¼—1 23⅞	1,450,000	1 26¼—1 51⅞	436,000	1 22¼—1 45½	.....	1 41 —1 43	15,128,000
" 12	4,546,399	1 19¼—1 26⅞	1,328,000	1 22¼—1 51⅞	659,000	1 19¼—1 46⅞	.....	1 44 —1 46	16,040,000
" 19	3,027,610	1 31¼—1 40⅞	1,267,000	1 29¼—1 60	479,000	1 27¼—1 58	4,976,912	1 47 —1 58	13,944,000
" 26	1,734,690	1 37¼—1 55½	1,193,000	1 30¼—1 61	485,000	1 27¼—1 58	6,037,984	1 58 —1 70	11,536,000
Aug. 2	1,412,713	1 48¼—1 54⅞	954,000	1 35¼—1 59½	303,000	1 33¼—1 57	5,070,512	1 73 —1 76	12,944,000
" 9	1,008,460	1 46¼—1 49⅞	1,033,000	1 32 —1 58⅞	503,000	1 30 —1 53⅞	6,215,944	1 73 —1 77	13,586,000
" 16	507,624	1 44⅞—1 50½	1,508,000	1 30¼—1 56½	564,000	1 28¼—1 52⅞	6,831,632	1 71 —1 75	10,528,000
" 23	188,256	1 36 —1 46	1,848,000	1 29¼—1 52⅞	763,000	.....	4,126,560	1 68 —1 75	8,248,000
" 30	424,588	1 33⅞—1 39	3,633,000	1 25 —1 46½	1,010,000	.....	6,591,048	1 64 —1 68	9,136,000
Total..	297,714,173	.....	104,238,000	.....	37,234,000	.....	.....	.....	618,728,000

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TABLE No. 120.—Wheat: Comparison of Weekly Receipts and Prices at Chief Markets in Canada, Great Britain and the United States—*Concluded*

Week ending	Receipts at Chicago	Receipts at Kansas City	Receipts at St. Louis	Receipts at Omaha	Receipts at Milwaukee
	Bush.	Bush.	Bush.	Bush.	Bush.
1923					
Sept. 8	2,156,000	1,552,000	955,000	576,000	109,000
" 15	1,512,000	1,531,000	749,000	539,000	96,000
" 22	1,282,000	1,549,000	665,000	631,000	70,000
" 29	809,000	1,102,000	566,000	470,000	80,000
Oct. 6	677,000	1,111,000	598,000	525,000	42,000
" 13	619,000	1,058,000	631,000	490,000	39,000
" 20	628,000	1,645,000	972,000	744,000	80,000
" 27	594,000	1,275,000	583,000	472,000	71,000
Nov. 3	439,000	1,567,000	610,000	419,000	80,000
" 10	372,000	1,389,000	520,000	336,000	42,000
" 17	645,000	1,275,000	582,000	372,000	75,000
" 24	240,000	1,241,000	370,000	314,000	36,000
Dec. 1	220,000	1,246,000	552,000	283,000	23,000
" 8	238,000	1,057,000	513,000	475,000	31,000
" 15	227,000	1,448,000	514,000	496,000	75,000
" 22	482,000	1,249,000	672,000	346,000	50,000
" 29	309,000	794,000	437,000	267,000	57,000
1924					
Jan. 5	216,000	498,000	322,000	150,000	30,000
" 12	194,000	666,000	393,000	213,000	42,000
" 19	295,000	691,000	502,000	176,000	26,000
" 26	323,000	708,000	436,000	237,000	73,000
Feb. 2	317,000	865,000	448,000	183,000	24,000
" 9	434,000	826,000	496,000	391,000	25,000
" 16	334,000	1,064,000	587,000	470,000	31,000
" 23	325,000	1,034,000	499,000	332,000	31,000
Mar. 1	385,000	1,014,000	503,000	262,000	59,000
" 8	511,000	857,000	501,000	238,000	49,000
" 15	482,000	837,000	382,000	257,000	40,000
" 22	323,000	541,000	369,000	206,000	39,000
" 29	190,000	306,000	307,000	156,000	16,000
April 5	166,000	169,000	247,000	96,000	11,000
" 12	165,000	197,000	280,000	93,000	21,000
" 19	290,000	260,000	249,000	73,000	29,000
" 26	263,000	447,000	458,000	178,000	20,000
May 3	291,000	505,000	477,000	213,000	9,000
" 10	327,000	586,000	358,000	290,000	9,000
" 17	298,000	527,000	320,000	270,000	12,000
" 24	268,000	595,000	404,000	373,000	7,000
" 31	213,000	533,000	380,000	287,000	16,000
June 7	301,000	689,000	572,000	311,000	25,000
" 14	272,000	594,000	390,000	203,000	23,000
" 21	438,000	615,000	410,000	243,000	22,000
" 28	396,000	636,000	396,000	185,000	35,000
July 5	274,000	201,000	90,000	82,000	2,000
" 12	362,000	2,561,000	481,000	343,000	30,000
" 19	518,000	4,704,000	647,000	347,000	17,000
" 26	1,026,000	5,315,000	1,000,000	274,000	49,000
Aug. 2	2,518,000	8,350,000	1,857,000	1,316,000	76,000
" 9	5,489,000	6,461,000	2,853,000	2,863,000	561,000
" 16	7,796,000	5,596,000	2,045,000	1,789,000	482,000
" 23	7,882,000	4,639,000	1,712,000	1,836,000	500,000
" 30	6,034,000	4,930,000	1,530,000	1,568,000	628,000
Total	51,365,000	81,106,000	33,390,000	24,259,000	4,125,000

TABLE No. 121.—Summary of British and Canadian Trade in Wheat and Wheat Flour

Calendar Year	British Imports					Canadian Exports (Canadian Fiscal Year ended March 31)			
	Wheat	Flour	Total	British Price per bush.	Total value	Direct to Britain	Total Exports	Total Imports	Total net exports to all countries
	Bush.	Bush.	Bush.	$ c.	$	Bush.	Bush.	Bush.	Bush.
1920	204,220,849	30,780,360	235,001,209	3 48·1	818,044,025	77,637,781	117,861,843	163,191	117,698,652
1921	149,794,389	40,732,599	190,526,988	2 28·4	435,189,646	41,655,122	156,291,801	258,236	155,833,565
1922	179,898,383	34,665,482	214,563,865	1 57·5	338,055,193	113,814,940	169,853,507	551,206	169,302,301
1923	187,528,256	30,133,197	217,661,453	1 38·1	300,642,343	188,102,831	261,096,336	328,088	260,778,248
1924	220,780,957	28,432,471	249,213,428	1 52·2	379,293,575	192,274,669	309,587,417	440,376	309,147,041

TABLE No. 122.—Survey International Grain Crops, by Grains, 1920 to 1924

WHEAT

Crop Year	†World Crop in Commercial Countries	*Crop in Chief Exporting Countries	*World Exports	†Crop in Chief Importing Countries	World Imports	Canadian Crop
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
1920	3,221,214,848	2,218,751,682	606,505,256	921,885,366	570,703,372	263,189,300
1921	3,321,067,985	2,089,896,991	637,199,160	1,177,722,318	582,841,161	300,858,100
1922	3,416,996,466	2,350,242,492	605,037,793	980,379,435	553,447,448	399,786,400
1923	3,473,993,849	2,199,866,415	587,030,146	1,194,808,964	544,127,280	474,199,000
1924	3,083,318,500	1,995,870,500	.....	1,028,248,000	.....	262,007,000

Exporting countries: *Canada, U.S.A., Algeria, Argentine, Australia, Roumania, New Zealand, Russia, Bulgaria, British India and French Morocco.*

Importing countries: *Spain, Great Britain and Ireland, Italy, Netherlands, Sweden, Switzerland, Japan, Denmark, France, Germany, Belgium, Portugal, Austria, Hungary, Greece, Norway, Peru, South Africa, Czecho-Slovakia, Serbia Croat Slovene State, Egypt, Esthonia, Finland, Latvia and Poland.*

OATS

1920	3,910,435,957	2,568,910,407	70,408,561	1,251,080,251	67,232,990	530,709,700
1921	3,298,688,590	1,938,979,674	93,606,069	1,260,896,781	82,183,208	426,232,900
1922	3,583,855,277	2,224,360,283	109,752,402	1,243,370,028	103,678,541	491,239,000
1923	3,624,947,500	1,981,151,862	93,885,292	1,547,370,482	89,597,698	563,997,500
1924	3,436,828,818	1,996,623,233	.....	1,380,716,469	.....	405,976,000

Exporting countries: *Bulgaria, U.S.A., Argentine, Roumania, Russia, South Africa, Canada, Australia, Italy and New Zealand.*

Importing countries: *Germany, Austria, Hungary, Belgium, Denmark, Spain, France, Great Britain and Ireland, Netherlands, Sweden, Switzerland, Greece, Norway, Poland, Japan, Algeria, Czecho-Slovakia, Serbia Croat Slovene State and Finland.*

BARLEY

1920	1,390,777,310	879,498,540	63,513,531	472,125,480	53,015,036	63,310,550
1921	1,284,416,176	736,339,832	94,487,258	503,585,224	94,868,835	59,709,100
1922	1,347,014,581	813,743,188	89,715,781	477,581,922	77,614,074	71,865,300
1923	1,332,226,938	753,134,752	114,462,100	538,957,164	112,500,413	76,997,800
1924	1,069,494,584	503,422,710	.....	525,052,500	.....	88,807,000

Exporting countries: *Bulgaria, U.S.A., Argentine, Roumania, Russia, Morocco, Australia, South Africa, Chili, Canada, Austria, Hungary, Br. India, Algeria, Tunis, Spain, New Zealand.*

Importing countries: *France, Switzerland, Greece, Croat Slovene State, Czecho-Slovakia, Denmark, Belgium, Egypt, Norway, Gt. Britain, Germany, Italy, Netherlands, Poland, Sweden, Japan, Korea.*

RYE

1920	977,785,098	534,629,924	65,385,766	415,346,584	54,727,809	11,306,400
1921	1,251,315,070	606,202,491	42,572,671	632,161,207	39,513,997	21,455,260
1922	1,423,865,083	829,442,688	63,703,721	577,983,661	51,928,709	32,273,400
1923	920,091,066	222,591,006	92,465,240	681,927,563	76,174,657	23,231,800
1924	730,739,104	184,900,891	.....	530,994,821	.....	13,750,900

Exporting countries: *Austria, Hungary, Bulgaria, Roumania, Russia, Canada, U.S.A., Argentine, Chili, Algeria, Denmark, Australia, New Zealand, South Africa and Czecho-Slovakia.*

Importing countries: *Germany, Belgium, France, Great Britain and Ireland, Italy, Norway, Netherlands, Switzerland, Poland, Serbia Croat Slovene State, Sweden, Czecho-Slovakia, Japan, Greece, Latvia and Esthonia.*

CORN

1920	4,641,419,418	3,531,632,876	226,911,944	190,716,616	196,904,474	13,334,800
1921	4,265,373,789	3,291,998,782	317,340,205	166,334,192	309,771,333	14,904,000
1922	4,188,450,739	3,155,715,742	307,784,707	166,814,445	284,227,934	13,798,000
1923	3,977,956,274	3,359,083,996	225,153,438	174,153,138	220,511,086	13,608,000
1924	2,928,137,858	2,774,174,286	.....	98,578,393	.....	11,998,000

Exporting countries: *U.S.A., Canada, Poland, France, Spain, Czecho-Slovakia, Austria, Hungary, Roumania, Bulgaria.*

Importing countries: *Italy, Switzerland, Serbia Croat Slovene State.*

LINSEED

1920	112,838,294	78,778,814	52,040,482	2,139,697	53,991,377	7,997,700
1921	75,641,094	48,187,300	63,478,616	1,867,451	63,585,899	4,111,800
1922	98,278,982	62,961,073	54,378,338	1,457,700	56,356,236	5,008,500
1923	123,419,420	83,152,941	66,234,958	1,422,978	65,009,850	7,139,500
1924	135,231,260	91,834,286	.....	1,375,188	.....	9,694,700

Exporting countries: *Argentine, U S.A., Canada.*

Importing countries: *Belgium, Austria, Spain, France, Japan, Italy.*

*Calendar year. †Crop year ended August 31.

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Table No. 123.—International Production Wheat by Countries

—	1920 and 1920-21	1921 and 1921-22	1922 and 1922-23	1923 and 1923-24	1924 and 1924-25
Northern Hemisphere	Bush.	Bush.	Bush.	Bush.	Bush.
Europe—					
Austria	5,434,183	6,529,811	7,421,698	8,888,604	8,982,833
Belgium	10,274,396	14,495,057	10,614,769	13,375,583	12,612,333
Bulgaria	29,891,926	29,238,362	37,703,884	36,223,108	28,317,833
Czecho-Slovakia	26,361,899	38,681,534	33,629,870	36,225,504	34,293,667
Denmark	7,390,040	11,145,343	9,248,800	8,857,578	5,879,000
Esthonia	377,014	427,006	760,509	737,192	542,833
Finland	345,646	578,943	710,369	472,516	696,167
France	236,927,519	323,465,272	243,313,176	275,567,371	282,339,167
Germany	82,581,984	107,797,642	71,932,334	106,447,406	89,200,500
Great Britain and Northern Ireland	55,635,954	72,541,311	65,228,666	59,368,931	53,245,333
Greece	11,187,458	11,169,902	9,553,206	13,356,007	9,660,500
Hungary	37,926,665	52,715,120	54,728,524	67,704,938	50,386,500
Italy	141,336,008	192,835,137	161,640,246	224,834,703	169,800,667
Irish Free State	1,197,498	1,252,212	1,203,307	1,040,127	830,333
Latvia	389,356	783,730	958,165	1,640,528	1,581,833
Lithuania	2,199,075	2,840,242	3,273,810	2,965,168	3,318,667
Luxemburg	451,051	621,396	172,832	300,746	260,833
Malta	317,699	305,890	258,377	248,141	269,667
Netherlands	5,765,334	8,425,244	6,063,126	6,112,071	4,315,500
Norway	999,155	971,679	643,148	586,993	553,500
Poland	22,740,621	37,408,885	42,377,368	49,734,365	32,498,000
Portugal	10,375,781	9,418,208	9,781,890	12,964,134	8,629,667
Roumania	61,309,077	78,562,200	92,008,333	100,997,596	74,340,167
Russia in Europe	236,258,133	130,070,574	185,185,224	.....	.....
Serb-Croat-Slovene State	43,010,885	51,808,873	44,471,412	61,067,572	70,061,667
Spain	138,603,703	145,148,932	125,468,435	157,109,417	121,780,000
Sweden	10,321,761	12,335,283	9,512,531	11,081,719	6,874,833
Switzerland	3,729,425	3,575,104	2,362,581	3,593,475	4,721,500
Total, Europe	1,183,339,246	1,345,148,792	1,230,217,580	1,261,501,493	1,075,983,500
America—					
Canada	263,189,356	300,858,161	399,786,485	474,199,100	262,097,000
Guatemala	312,346	360,567	223,145	349,059	.....
Mexico	10,292,180	5,089,228	13,625,977	8,216,561	.....
United States	833,027,173	814,905,172	867,598,183	785,741,166	872,673,000
Total, America	1,106,821,055	1,121,213,128	1,281,233,790	1,268,505,886	1,134,770,000
Asia—					
British India	377,881,765	250,353,198	366,980,603	369,145,900	357,482,667
Cyprus	2,218,332	2,380,089	2,495,999	2,611,001	1,857,000
Formosa	133,286	103,424	90,612	77,028	.....
Gr. Lebanon	.....	.....	781,893	1,396,237	881,833
Japan	28,408,854	26,920,336	27,616,643	28,402,527	25,406,000
Japanese Sakhalin	3,810	9,215	6,849	.....	.....
Korea	10,347,823	10,467,425	9,921,919	8,101,236	10,286,667
Kwangtung	28,127	57,944	47,623	.....	.....
Palestine	2,311,031	2,678,021	3,202,014	3,246,694	3,427,500
Russia in Asia	81,937,113	74,588,493	57,319,236	.....	.....
Syria	9,149,032	8,090,831	12,708,336	.....	.....
Total, Asia	512,419,173	375,648,976	481,171,727	412,980,623	399,341,667
Africa—					
Algeria	8,432,541	28,176,362	16,986,335	36,394,096	17,355,000
Anglo-Egyptian Soudan	384,160	458,899	427,462	446,377	.....
Cyrenaica	.....	.....	.....	187,592	110,167
Egypt	31,710,118	37,010,160	36,011,912	40,653,297	34,186,000
Eritrea	.....	217,497	196,024	198,413	.....
Kenya	43,041	95,102	119,309	.....	.....
Morocco, French	17,946,476	23,240,999	12,893,833	20,049,464	25,169,500
Tunis	5,228,543	8,959,805	3,674,310	9,920,637	5,180,833
Total, Africa	63,744,879	98,158,824	70,309,185	107,849,876	82,001,500
Total, Northern Hemisphere	2,866,324,353	2,940,169,720	3,062,932,282	3,050,837,878	2,692,096,667
Southern Hemisphere					
America—					
Argentine	156,131,977	191,011,063	195,840,539	247,034,296	191,435,333
Brasil	4,991,374	5,119,416	2,945,094	.....	.....
Chili	23,201,177	23,636,094	25,936,896	27,520,799	21,440,000
Peru	2,356,842	3,001,445	.....	.....	.....
Uruguay	7,768,215	9,943,679	5,152,151	12,492,654	11,346,500
Total, America	194,449,585	232,711,697	229,875,280	287,047,749	224,221,833
Africa—					
Northern Rhodesia	23,938	17,927	33,190	.....	.....
Nyassaland	485	1,099	522	.....	.....
Southern Rhodesia	57,139	94,665	.....	.....	.....
Union of South Africa	7,613,203	8,418,770	6,305,355	6,026,533	.....
Total, Africa	7,694,765	8,532,461	6,339,067	6,026,533	.....
Australasia—					
Australia	145,873,881	129,088,831	109,454,814	125,831,688	162,000,000
New Zealand	6,872,264	10,565,276	8,395,023	4,250,001	5,000,000
Total, Australasia	152,746,145	139,654,107	117,849,837	130,081,689	167,000,000
Total Southern Hemisphere	354,890,495	380,898,265	354,064,184	423,155,971	391,221,833
Total World's Production	3,221,214,848	3,321,067,985	3,416,996,466	3,473,993,849	3,083,318,500

Table No. 124.—International Oat Production by Countries

—	1920 and 1920-21	1921 and 1921-22	1922 and 1922-23	1923 and 1923-24	1924 and 1924-25
Northern Hemisphere	Bush.	Bush.	Bush.	Bush.	Bush.
Europe—					
Austria	15,066,728	17,882,743	17,239,402	24,340,378	21,830,588
Belgium	31,873,418	33,153,361	33,679,078	44,289,214	37,681,176
Bulgaria	6,470,072	6,265,150	8,606,396	8,647,726	6,970,294
Czecho-Slovakia	56,145,698	69,730,668	67,343,824	86,292,357	79,955,294
Denmark	47,806,629	49,091,007	54,968,679	59,393,213	59,006,176
Esthonia	7,549,808	8,320,369	9,465,882	7,474,675	9,107,647
Finland	25,699,429	32,796,942	34,988,019	20,036,302	30,871,765
France	274,269,216	230,079,964	271,312,338	317,130,108	278,376,177
Germany	312,937,489	324,535,110	260,374,722	395,989,813	366,617,059
Great Britain and Northern Ireland	165,343,341	158,637,924	147,484,973	153,521,722	163,583,529
Greece	3,941,166	3,890,544	.....	5,612,842	3,823,529
Hungary	20,995,327	20,672,133	21,226,912	25,843,415	16,118,235
Irish Free State	42,129,242	35,413,126	37,767,255	32,085,880	.....
Italy	22,798,588	35,553,088	28,673,309	37,485,391	31,351,176
Latvia	7,331,977	15,852,333	17,102,353	15,447,210	17,571,471
Lithuania	13,386,713	17,085,972	27,240,294	21,436,897	17,490,293
Luxemburg	1,720,962	1,169,919	1,437,102	2,987,153	1,815,588
Netherlands	20,880,828	21,023,190	18,727,763	19,593,752	20,334,412
Norway	14,191,356	12,200,195	12,593,075	7,528,981	9,212,059
Poland	121,471,148	141,448,268	162,470,103	228,400,669	156,395,293
Portugal	5,783,728	5,286,192	11,924,115	7,621,471	5,138,529
Roumania	64,329,490	62,454,151	86,658,638	66,159,998	41,687,059
Russia in Europe	357,930,048	278,172,896	344,313,144	.....	.....
Serb-Croat-Slovene State	20,934,962	17,794,791	17,197,268	20,213,341	18,289,118
Spain	35,550,767	33,521,375	29,378,230	38,056,595	28,395,294
Sweden	65,802,651	70,655,132	72,616,680	69,809,328	70,016,471
Switzerland	2,930,876	2,857,151	2,321,358	2,879,003	2,535,294
Total, Europe	1,765,271,677	1,705,544,694	1,797,110,912	1,719,277,434	1,494,173,526
America—					
Canada	530,709,431	426,232,685	491,238,754	563,997,211	411,696,176
United States	1,408,280,877	1,014,921,000	1,144,298,505	1,223,377,074	1,451,200,000
Total, America	1,938,990,308	1,441,153,685	1,635,537,259	1,787,374,285	1,862,896,176
Asia—					
Cyprus	250,765	267,436	248,824	328,057	235,000
Gr. Lebanon	.....	.....	45,390	58,358	42,059
Japan	10,505,727	11,374,997	12,645,636	10,322,482	10,172,059
Japanese Sakhalin	135,709	399,864	411,872	.....	.....
Korea	4,173,588	5,021,979	4,833,592	.....	.....
Russia in Asia	97,263,600	59,655,008	44,092,832	.....	.....
Syria	478,537	312,216	551,160	.....	.....
Total, Asia	112,807,926	77,031,500	62,829,306	10,708,897	10,449,118
Africa—					
Algeria	4,733,495	9,551,286	6,801,968	18,116,967	7,502,941
Kenya	5,064	21,366	.....	.....	.....
Morocco French	214,823	521,904	169,118	390,896	.....
Tunis	1,394,112	3,890,544	907,794	2,593,696	1,491,471
Total, Africa	6,347,494	13,985,100	7,878,880	21,101,559	8,994,412
Total, Northern Hemisphere	3,823,417,405	3,237,714,979	3,503,356,357	3,538,462,175	.....
Southern Hemisphere					
America—					
Argentine	47,720,116	28,806,301	52,327,557	76,666,801	47,983,235
Brasil	565,659	578,070	424,270	.....	.....
Chili	2,969,840	2,723,083	2,656,061	3,055,491	3,585,882
Uruguay	2,354,752	1,947,762	939,884	1,945,372	3,011,176
Total, America	53,610,367	34,055,216	56,347,772	81,667,664	54,580,293
Africa—					
Union of South Africa	5,624,598	4,881,213	.....	.....	.....
Australasia—					
Australia	21,790,055	14,291,459	17,626,479	.....	.....
New Zealand	5,993,532	7,745,723	6,524,669	4,817,661	5,735,293
Total, Australasia and S. Africa	33,408,185	26,918,395	24,151,148	4,817,661	5,735,293
Total, Southern Hemisphere	87,018,552	60,973,611	80,498,920	86,485,325	60,315,586
Total, World's Production	3,910,435,957	3,298,688,590	3,583,855,277	3,624,947,500	3,436,828,818

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PUBLIC ARCHIVES
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CANADA

Table No. 125.—International Barley Production by Countries

—	1920 and 1920-21	1921 and 1921-22	1922 and 1922-23	1923 and 1923-24	1924 and 1924-25
Northern Hemisphere	Bush.	Bush.	Bush.	Bush.	Bush.
Europe—					
Austria	4,423,888	5,481,358	5,599,376	7,854,917	7,215,417
Belgium	4,350,523	5,117,376	3,438,489	4,181,880	3,728,541
Bulgaria	9,380,416	8,489,642	11,941,584	11,062,886	7,945,000
Czecho-Slovakia	37,239,052	47,472,692	46,352,500	54,983,191	47,645,000
Denmark	24,707,590	27,548,370	30,433,726	32,458,140	34,447,292
Esthonia	4,080,842	4,690,414	6,669,748	4,097,584	5,538,958
Finland	5,344,916	6,114,543	6,466,069	3,789,275	5,782,083
France	38,383,651	38,319,211	40,909,742	45,025,721	45,934,792
Germany	82,346,630	89,059,204	73,839,135	108,449,485	110,227,292
Gt.Britain and Northern Ireland	61,025,880	50,522,691	48,464,309	51,381,905	*53,946,667
Greece	6,205,596	6,430,284	.....	7,100,678	6,168,542
Hungary	21,672,441	21,408,726	22,169,911	27,271,813	14,947,292
Italy	5,869,931	10,361,943	8,253,729	10,499,735	8,685,417
Irish Free State	7,402,166	5,830,049	7,074,580	5,568,056	.....
Latvia	3,056,796	6,496,525	6,769,792	6,021,313	7,436,875
Lithuania	5,418,433	6,675,094	10,724,583	7,957,476	9,317,292
Luxemburg	104,428	74,481	176,938	201,355	160,833
Malta	198,356	266,921	220,912	290,649	269,375
Netherlands	2,742,769	3,315,110	3,179,279	2,983,877	3,146,250
Norway	5,382,001	4,279,235	4,483,102	3,282,049	4,185,208
Poland	38,567,939	56,206,042	59,560,542	76,038,535	55,488,542
Portugal	1,797,402	1,610,093	3,140,863	2,452,708	1,662,708
Roumania	67,607,570	45,255,067	93,781,393	62,117,462	32,265,625
Russia-in-Europe	208,984,230	112,070,664	131,361,516	.....	.....
Serb-Croat-Slovene State	13,199,706	13,378,293	11,069,757	14,064,965	15,308,333
Spain	90,465,025	89,322,418	77,535,506	111,864,335	83,700,625
Sweden	11,175,834	11,994,041	13,503,826	11,781,199	13,301,250
Switzerland	620,063	551,902	482,271	569,539	518,958
Total, Europe	761,754,074	678,342,389	727,602,978	673,350,728	578,974,167
America—					
Canada	63,310,615	59,709,160	71,865,373	76,997,879	86,752,917
United States	189,332,194	154,946,158	182,068,186	198,185,202	187,875,000
Total, America	252,642,809	214,655,318	253,933,559	275,183,081	274,627,917
Asia—					
Cyprus	2,329,012	2,187,688	2,352,170	2,542,805	1,765,625
Formosa	52,384	35,017	27,646	27,820	.....
Gr. Lebanon	.....	.....	730,297	1,194,196	7,347,917
India, Br. Provinces	149,569,811	117,089,129	145,976,403	145,463,060	.....
Japan	92,141,349	87,885,033	87,140,030	73,446,116	74,968,958
Japanese Sakhalin	31,499	82,840	56,936	.....	.....
Korea	37,718,278	39,202,245	35,134,176	30,721,440	37,076,875
Kwangtung	11,575	24,261	18,496	.....	.....
Palestine	1,250,828	2,816,832	1,625,162	1,247,429	1,440,000
Russia in Asia	7,348,896	6,430,284	5,511,672	.....	.....
Syria	7,438,461	6,196,038	8,382,335	.....	.....
Total, Asia	297,892,093	261,949,367	286,955,323	254,642,866	122,599,375
Africa—					
Algeria	12,378,297	47,997,477	16,626,877	46,918,108	20,683,750
Anglo-Egyptian Soudan	144,220	221,363	239,721	270,715	.....
Cyrenaica	.....	.....	.....	3,734,158	229,583
Egypt	10,448,688	11,941,552	11,337,509	11,988,709	10,274,583
Eritrea	.....	1,111,424	673,343	693,552	.....
Kenya	6,467	15,497	12,727	.....	.....
Morocco, French	33,498,009	37,265,393	27,230,000	35,372,051	48,226,250
Tunis	2,618,044	11,482,650	1,837,224	11,482,650	2,526,042
Total, Africa	59,093,725	110,035,356	57,957,401	110,459,943	81,940,208
Total, Northern Hemisphere	1,371,382,701	1,264,982,430	1,326,449,261	1,313,636,618	1,058,141,667
Southern Hemisphere					
America—					
Argentine	3,682,256	5,982,644	7,741,603	12,056,277	6,889,375
Brasil	403,165	.....	319,016	.....	.....
Chili	5,035,330	4,556,591	5,051,521	5,865,820	4,395,417
Uruguay	82,340	42,040	28,137	45,931	68,125
Total, America	9,203,091	10,581,275	13,140,277	17,968,028	11,352,917
Africa—					
Union of South Africa	1,084,835	1,313,647	.....	.....	.....
Australasia—					
Australia	7,453,797	6,339,493	6,822,063	.....	.....
New Zealand	1,652,886	1,199,331	622,980	622,292	.....
Total, Australasia and S. Africa	10,191,518	8,852,471	7,445,043	622,292	.....
Total, Southern Hemisphere	19,394,609	19,433,746	20,585,320	18,590,320	11,352,917
Total, World's Production	1,390,777,310	1,284,416,176	1,347,034,581	1,332,226,938	1,069,494,584

*Great Britain only.

Table No. 126.—International Rye Production by Countries

—	1920 and 1920-21	1921 and 1921-22	1922 and 1922-23	1923 and 1923-24	1924 and 1924-25
Northern Hemisphere	Bush.	Bush.	Bush.	Bush.	Bush.
Europe—					
Austria	10,098,067	13,161,311	13,589,215	15,836,369	15,397,321
Belgium	18,168,673	21,273,060	18,384,487	20,787,269	19,737,500
Bulgaria	6,193,433	6,095,385	7,453,248	6,862,540	4,414,107
Czecho-Slovakia	32,941,813	53,735,581	51,097,679	53,338,818	46,395,714
Denmark	13,241,934	12,204,148	14,283,778	15,145,558	10,235,714
Esthonia	6,198,901	5,908,472	5,797,321	6,549,962	5,451,428
Finland	9,847,554	11,692,606	10,530,601	9,448,440	11,320,714
France	34,492,278	44,392,354	38,412,239	36,517,315	39,874,643
Germany	194,258,356	267,652,180	206,052,564	263,041,184	225,575,714
Greece	1,034,525	3,151,448	2,362,110	2,662,216	1,827,321
Hungary	20,247,885	23,148,154	25,147,779	31,274,884	22,858,214
Irish Free State	120,452	126,322	158,600	.....	.....
Italy	4,539,188	5,633,632	5,562,769	6,483,992	6,106,071
Latvia	4,689,434	9,806,473	6,845,357	10,769,836	7,848,929
Lithuania	16,688,307	21,047,187	24,248,928	25,622,595	18,295,357
Luxemburg	338,026	440,522	250,203	392,476	315,000
Netherlands	14,245,263	17,717,352	16,883,551	14,352,649	14,660,714
Norway	970,284	1,042,643	861,887	741,994	694,643
Poland	73,660,625	167,560,351	197,375,313	234,730,256	143,884,286
Portugal	5,153,809	4,564,329	5,294,453	5,371,631	5,026,607
Roumania	9,445,373	9,081,321	9,206,250	9,359,467	6,468,214
Russia in Europe	348,411,225	386,992,355	546,828,465	.....	.....
Serb.-Croat-Slovene State	6,091,122	6,170,048	4,522,882	5,905,873	6,450,179
Spain	27,830,089	28,118,109	26,252,124	28,075,858	26,281,428
Sweden	22,434,140	26,558,620	22,132,656	24,400,596	11,054,643
Switzerland	1,621,982	1,558,993	1,692,846	1,645,603	1,433,036
Total, Europe	882,962,738	1,148,832,956	1,261,227,305	829,317,381	651,607,497
America—					
Canada	11,306,393	21,455,246	32,373,375	23,231,785	14,213,036
United States	60,489,956	61,674,956	103,361,926	63,022,953	63,446,071
Total, America	71,796,349	83,130,202	135,735,301	86,254,738	77,659,107
Asia—					
Japanese Sakhalin	79	220	197	.....	.....
Russia in Asia	20,471,620	16,141,085	22,440,045	.....	.....
Total, Asia	20,471,699	16,141,305	22,440,242	.....	.....
Africa—					
Algeria	4,114	6,141	3,937	17,007	43,393
Total, Northern Hemisphere	975,234,900	1,248,110,604	1,419,406,785	915,589,126	729,309,997
Southern Hemisphere					
America—					
Argentine	821,109	1,691,979	3,526,512	4,368,407	1,377,857
Brasil	771,823	697,256	801,031	.....	.....
Chili	73,592	57,588	62,025	58,218	51,250
Uruguay	264	402	276	315	.....
Total, America	1,666,788	2,447,225	4,389,844	4,426,940	1,429,107
Africa—					
Union of South Africa	788,016	676,709	.....	.....	.....
Australasia—					
Australia	80,678	50,384	51,372	.....	.....
New Zealand	14,716	30,148	17,082	75,000	.....
Total, Australasia and S. Africa	883,410	757,241	68,454	75,000	.....
Total, Southern Hemisphere	2,550,198	3,204,466	4,458,298	4,501,940	1,429,107
Total, World's Production	977,785,098	1,251,315,070	1,423,865,083	920,091,066	730,739,104

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Table No. 127.—International Corn Production by Countries

—	1920 and 1920-21	1921 and 1921-22	1922 and 1922-23	1923 and 1923-24	1924 and 1924-25
Northern Hemisphere	Bush.	Bush.	Bush.	Bush.	Bush.
Europe—					
Austria	2,128,643	2,520,789	3,476,990	3,450,255	3,519,643
Bulgaria	20,691,296	16,380,371	15,478,938	26,866,694	27,264,643
Czecho-Slovakia	9,647,727	9,431,760	9,885,000	10,620,669	9,530,536
France	15,267,655	10,393,245	12,675,594	12,673,508	18,110,357
Greece	8,023,418	7,873,700	.....	.....	.....
Hungary	50,163,662	31,703,256	48,725,385	49,247,702	80,068,750
Italy	89,299,569	92,327,006	76,831,565	89,205,084	98,420,893
Poland	1,081,882	2,265,775	2,775,625	3,831,291	4,161,071
Portugal	11,720,754	11,374,032	11,664,422	.....	.....
Roumania	182,033,913	110,935,130	116,050,179	160,468,368	157,184,286
Russia in Europe	45,206,849	45,076,933	80,351,109	.....	.....
Serb-Croat-Slovene State	101,137,531	73,788,848	89,797,848	84,782,706	.....
Spain	27,692,653	24,897,710	26,832,168	23,924,753	25,808,928
Switzerland	279,516	218,338	185,032	165,348	157,500
Total, Europe	564,375,068	439,186,893	494,729,855	465,236,378	424,241,607
America—					
Bermuda	9,000	8,500	6,000	.....	.....
Canada	14,343,791	14,903,989	13,797,990	13,607,990	11,998,036
Dominican Republic	351,907	.....	.....	.....	.....
Dutch Guiana	81,820	71,922	67,438	60,557	.....
Guatemala	4,062,420	4,344,078	5,411,708	7,873,700	.....
Jamaica	.....	.....	8,901	4,000	.....
Mexico	86,740,214	61,021,175	68,261,239	.....	.....
Porto Rico	.....	535,356	.....	.....	.....
Salvador	10,661,777	.....	.....	9,842,145	.....
United States	3,208,581,654	3,068,566,757	2,906,017,873	3,054,392,766	2,436,513,036
Total, America	3,324,832,583	3,149,451,777	2,993,571,149	3,085,781,158	2,448,511,072
Asia—					
British India	83,320,513	98,320,604	76,080,469	.....	.....
Indo-China	5,732,841	.....	.....	.....	.....
Gr. Lebanon	.....	.....	354,317	590,528	669,286
Japan	3,984,187	4,280,915	3,490,907	.....	.....
Korea	2,465,000	3,207,989	2,902,285	.....	.....
Kwangtung	2,055,504	2,613,840	2,391,999	.....	.....
Philippines	16,833,250	15,718,732	14,651,149	16,663,348	.....
Siam	359,092	371,623	314,720	.....	.....
Syria	1,220,424	866,107	641,707	.....	.....
Total, Asia	115,970,811	125,379,810	100,827,553	17,253,876	669,286
Africa—					
Algeria	171,710	153,250	228,613	230,329	239,464
Anglo-Egyptian Soudan	645,821	518,538	471,099	525,310	.....
Egypt	70,569,107	61,654,035	66,461,138	67,550,000	.....
Eritrea	.....	280,473	216,015	181,095	.....
French West Africa					
Upper Volta	.....	.....	.....	.....	.....
Senegal	393,685	503,917	944,844	1,968,425	.....
Italian Somaliland	.....	.....	.....	.....	.....
Kenya	3,911,749	2,562,712	2,065,579	537,380	222,857
Morocco, French	3,904,280	5,900,381	4,563,929	181,095	.....
Sierra Leone	48,030	27,952	27,952	4,804,855	.....
Tunis	110,232	354,317	31,495	31,888	.....
				283,453	204,643
Total, Africa	79,754,614	71,955,575	75,010,664	76,293,830	666,964
Total, Northern Hemisphere	4,084,933,076	3,785,974,055	3,664,139,221	3,644,565,242	2,874,088,929
Southern Hemisphere					
America—					
Argentine	230,423,831	176,174,038	176,105,615	270,067,910	.....
Brasil	186,452,991	180,579,924	202,214,903	.....	.....
Chili	1,684,948	1,776,866	1,676,787	2,062,909	.....
Paraguay	2,047,993	1,854,461	2,283,530	.....	.....
Uruguay	7,890,432	4,812,634	6,499,196	6,519,424	.....
Total, America	428,500,195	365,197,923	388,780,031	278,650,243	.....
Asia—					
Java and Madoura	59,619,656	46,789,462	45,604,470	46,635,925	54,048,929
Africa—					
Belgian Congo	7,794,963	6,692,645	7,283,173	.....	.....
Madagascar	.....	4,239,897	.....	4,724,286	.....
Mauritius	120,000	80,001	100,000	.....	.....
Nyassaland	59,824	71,954	71,450	.....	.....
Northern Rhodesia	517,995	353,990	711,802	.....	.....
Southern Rhodesia	4,359,888	2,366,559	5,377,076	2,964,287	.....
Union of South Africa	47,668,742	45,195,526	68,410,835	.....	.....
Total, Africa	120,141,068	105,790,034	127,558,806	54,324,498	54,048,929
Australasia—					
Australia	7,258,776	7,840,434	7,388,330	.....	.....
Fiji Islands	57,458	58,891	66,576	.....	.....
New Hebrides	27,999	23,999	12,000	10,401	.....
New Zealand	500,846	488,453	505,775	405,893	.....
Total, Australasia	7,845,079	8,411,777	7,972,681	416,294	.....
Total, Southern Hemisphere	556,486,342	479,399,734	524,311,518	333,391,032	54,048,929
Total World's Production	4,641,419,418	4,265,373,789	4,188,450,739	3,977,956,274	,928,137,858

Table No. 128.—International Linseed Production by Countries

—	1920 and 1920-21	1921 and 1921-22	1922 and 1922-23	1923 and 1923-24	1924 and 1924-25
Northern Hemisphere	Bush.	Bush.	Bush.	Bush.	Bush.
Europe—					
Austria	38,022	45,049	47,935	51,659	.....
Belgium	861,843	328,007	356,135	413,255	423,571
Bulgaria	6,500	2,756	14,625	11,023	4,107
Czecho-Slovakia	313,350	300,275	311,964	361,852	420,536
Esthonia	286,859	274,639	327,857	346,959	460,357
France	783,433	288,193	312,869	287,684	354,464
Hungary	69,131	72,765	40,813	30,026	.....
Italy	387,386	515,727	413,369	401,559	354,286
Latvia	416,660	625,447	563,393	647,480	980,357
Lithuania	1,010,983	909,019	1,108,214	1,056,257	1,331,786
Netherlands	609,731	241,541	242,459	251,021	.....
Poland	636,577	1,287,200	1,994,652	2,338,194	2,240,536
Roumania	182,941	118,822	193,646	249,643	.....
Russian in Europe	9,204,355	9,735,830	10,251,557	11,023,180	16,573,214
Spain	52,360	45,852	50,557	50,785	.....
Sweden	16,653	10,944	5,866	.....	.....
Total, Europe	14,876,784	14,802,066	16,235,911	17,520,577	23,143,214
America—					
Canada	7,997,700	4,111,800	5,008,500	7,139,493	9,695,000
Mexico	.....	.....	72,635	.....	.....
United States	10,773,993	8,028,993	10,374,993	17,428,986	30,173,036
Total, America	18,771,693	12,140,793	15,456,128	24,568,479	39,868,036
Asia—					
British India	16,759,170	10,798,780	17,440,246	21,278,674	18,480,000
Japan	.....	633,679	270,969	218,036	242,867
Total, Asia	16,759,170	11,432,459	17,711,215	21,496,710	18,722,867
Africa—					
Algeria	6,299	7,480	6,693	11,023	3,214
Egypt	112,177	.....	14,566	17,716	.....
Eritrea	.....	42,876	40,865	.....	.....
French Morocco	1,019,841	418,487	266,786	258,340	.....
Kenya	84,969	34,656	33,125	19,287	.....
Tunis	33,463	59,053	7,874	47,242	.....
Total, Africa	1,256,749	562,552	369,909	353,608	3,214
Total, Northern Hemisphere	51,664,396	38,937,870	49,773,163	63,939,374	81,737,331
Southern Hemisphere					
America—					
Argentine	60,007,121	36,046,507	47,577,580	58,584,462	51,966,250
Chili	10,870	5,744	.....	.....	.....
Uruguay	965,552	518,617	719,471	787,370	1,527,679
Total, America	60,983,543	36,570,868	48,297,051	59,371,832	53,493,929
Africa—					
Southern Rhodesia	465	.....	.....	.....	.....
Australasia—					
Australia	7,811	9,578	3,449	.....	.....
New Zealand	182,079	122,778	205,322	108,214	.....
Total, Australasia	190,355	132,356	208,771	108,214	.....
Total, Southern Hemisphere	61,173,898	36,703,224	48,505,822	59,480,046	53,493,929
Total, World's Production	112,838,294	75,641,094	98,278,985	123,419,420	135,231,260

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TABLE No. 129.—Exports and Imports of Wheat, by Countries, Calendar Years 1918 to 1923

Wheat—Exports	1918	1919	1920	1921	1922	1923
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Belgium	.....	402,039	229,898	3,494,114	1,284,388	1,038,617
Bulgaria	.....	3,608	514,238	2,436,391	3,854,248	2,816,980
France	78,447	50,478	232,745	249,971	676,017	486,740
Italy	116,292	238,463	669,790	73,788	71,502	862,874
Netherlands	265	258,422	1,038,059	1,038,757	1,369,673	685,443
Roumania	.....	371	8,734	2,781,096	925,423	1,115,851
Serb-Croat-Slovene State	.....	.....	1,528,245	1,729,601	602,987	3,544,173
Spain	60,226	78,344	97,057	144,988	566	3,480
United Kingdom	155,232	133,403	104,909	961,949	388,040	.....
Canada	47,927,858	68,296,616	123,059,935	146,855,186	209,339,267	242,814,936
United States	111,177,125	148,086,502	218,285,947	280,057,661	164,691,598	98,524,425
Argentine	110,097,319	111,628,734	190,047,879	60,018,274	139,699,250	135,989,153
Chili	2,297,568	1,461,020	844,243	1,524,163	93,794	787,324
British India	22,015,066	331,140	1,939,988	9,815,037	3,947,385	27,518,047
China	4,032,559	9,892,187	18,728,351	11,537,120	2,556,666	.....
Algeria	2,544,787	8,518,928	143,801	5,249,637	1,609,870	7,506,850
French Morocco	369,584	514,018	107	1,345,040	903,024	1,152,411
Tunis	777,109	3,173,266	176,756	2,160,120	566,700	3,022,713
Australia	21,599,189	81,248,893	48,207,631	102,068,896	68,512,533	39,619,758
New Zealand	1,124	1,624	757	474	1,212,805	3,480
Russia	.....	.....	144,823	11,622	.....	12,229,974
Hungary	.....	1,194	8,822	650,165	117,041	2,757,309
Mesopotamia	.....	.....	.....	.....	825,324	3,728,767
Other Countries	1,726,253	1,401,367	492,541	2,996,110	1,489,892	820,841
Total	324,976,003	435,720,617	606,505,256	637,199,160	605,037,993	587,030,146
Wheat—Imports						
Austria	.....	2,139,653	4,219,963	12,083,329	7,021,996	5,111,487
Belgium	.....	11,996,486	32,924,382	39,483,790	37,356,960	40,663,357
Czecho-Slovakia	.....	1,267,222	652,752	5,102,621	1,234,322	765,928
Denmark	19,643	19,228	563,500	1,143,342	1,884,462	5,609,180
France	43,820,196	63,146,886	82,456,690	40,997,822	24,808,871	52,057,455
Germany	.....	.....	21,732,812	83,808,002	51,167,493	17,444,654
Greece	6,317,469	6,529,660	11,297,056	10,421,559	12,738,447	13,325,738
Italy	56,654,700	77,336,032	77,835,481	106,823,325	98,519,348	102,467,026
Netherlands	1,661,696	11,224,929	17,925,191	19,097,377	19,892,714	20,816,252
Norway	2,838,493	5,146,477	3,857,280	2,742,211	3,604,002	2,938,030
Portugal	467,674	3,254,414	4,335,267	.....	.....	.....
Russia	.....	.....	.....	2,981,721	9,661,800	.....
Spain	6,893,527	13,084,975	17,966,616	17,117,875	4,596,738	91
Sweden	2,117,736	4,015,547	7,400,828	5,728,892	5,050,607	9,842,389
Switzerland	2,118,534	11,617,180	12,102,902	15,125,253	13,961,794	17,355,791
United Kingdom	108,166,340	133,357,145	204,074,760	150,223,565	179,904,440	188,397,552
United States	17,035,990	7,910,701	35,808,429	23,286,028	22,642,134	19,501,709
Brazil	10,934,934	11,454,092	10,342,393	13,909,189	16,033,160	13,539,391
British India	66,538	7,597,768	37	8,025,134	8,730,344	339,984
Japan	2,542,281	9,477,133	6,322,885	10,849,668	19,762,853	15,783,406
Algeria	10,942	56,151	3,429,674	4,567,436	2,713,382	3,210,395
Egypt	12,515	29,372	3,614,007	1,566,788	47,722	57,889
Union o South Africa	1,256,875	753,311	3,989,224	788,871	1,398,975	4,753,999
New Zealand	1,370,510	1,336,192	1,905,119	306,177	5,082	292
Lettonia	.....	.....	142,824	68,535	465,149	1,442,718
Turkey	.....	15,304	38,382	650,397	695,775	2,105,626
Peru	2,179,490	2,733,782	1,947,263	2,184,925	2,145,896	2,344,992
Paraguay	465,440	411,192	220,591	210,042	279,725	295,286
Korea	.....	.....	232,003	192,762	322,601	197,285
Formosa	79,519	97,652	29,806	44,309	104,758	330,478
French Morocco	.....	.....	.....	.....	3,244	282,746
Rhodesia, Southern	.....	128	11,199	.....	9,333	82,242
Tunis	6,290	9,028	1,039,370	905,354	814,734	1,126,617
Malta	758,367	355,218	909,844	644,033	854,645	774,765
Other Countries	869,474	2,887,251	1,344,842	1,760,829	5,013,942	1,162,530
Total	268,665,173	389,260,109	570,703,372	582,841,161	553,447,448	544,127,280

TABLE No. 130.—Exports and Imports of Wheat Flour, by Countries, Calendar Years 1918 to 1923

Wheat Flour—Exports	1918	1919	1920	1921	1922	1923
	Brl.	Brl.	Brl.	Brl.	Brl.	Brl.
Belgium	.....	98,929	22,297	124,360	257,089	290,122
Bulgaria	141	2,881	34,073	179,507	220,168	125,133
France	175,909	262,453	208,708	307,191	478,541	503,743
Great Britain and Ireland	72,379	113,503	130,100	890,421	1,188,788	2,231,764
Hungary	.....	1,784	14,850	1,122,991	1,296,365	1,720,798
Italy	45,937	149,962	201,938	57,449	221,925	894,600
Netherlands	4,599	1,198	12,684	568,248	469,889	596,082
Roumnaia	.....	75	9,124	218,464	255,093	234,973
Serb-Croat-Slovene State	.....	.....	306,708	212,607	255,523	430,144
Canada	10,070,892	10,064,384	4,730,042	7,278,009	9,484,735	11,198,647
United States	21,706,724	26,449,909	19,854,241	16,800,824	15,024,644	16,309,873
Argentine	1,984,671	2,815,219	1,968,316	529,009	1,277,064	937,372
Chili	460,630	263,794	114,759	139,114	114,966	142,808
British India	433,921	455,909	666,929	791,675	508,808	623,088
China	1,368,054	1,832,055	2,693,256	1,391,924	403,402	.....
Japan	637,533	420	20,813	18,766	66,410	117,093
Australia	3,860,426	6,605,112	3,148,206	3,095,972	3,553,022	5,001,033
Straits Settlements	123,007	232,066	360,916	180,859	146,721	192,355
Czecho-Slovakia	.....	6,352	54,055	1,259	271,021	246,762
Other Countries	835,413	891,829	671,772	728,631	880,832	386,104
Total	41,780,236	50,247,834	35,223,787	34,637,280	36,375,006	42,182,494
Wheat Flour—Imports						
Austria	.....	777,360	2,506,924	1,274,495	1,920,768	2,407,809
Czecho-Slovakia	.....	1,581,057	1,794,756	3,122,452	2,303,924	2,645,453
Denmark	44,758	194,120	132,444	310,747	530,685	562,841
Finland	6,720	580,737	409,003	622,885	895,236	1,118,739
France	6,467,089	5,226,452	1,346,598	34,338	29,281	77,508
Germany	.....	.....	630,814	354,579	255,535	1,667,003
Great Britain and Ireland	15,062,560	10,120,566	6,839,820	9,051,991	7,699,806	6,696,236
Greece	74,485	554,316	426,521	204,948	522,905	1,310,061
Italy	4,892,510	4,036,964	453,187	31,864	4,061	22,579
Netherlands	129,682	1,534,159	504,131	1,001,602	1,049,965	1,598,085
Norway	315,895	497,800	413,488	327,094	448,182	640,686
Sweden	63,274	14,063	154,450	295,546	185,006	272,333
Turkey	.....	72,792	656,169	2,811,166	540,039	274,185
Cuba	391,868	1,366,553	1,388,273	1,226,151	1,175,286	.....
Haiti	168,722	.....	305,543	137,931	.....	.....
Jamaica	154,470	323,648	312,863	252,888	279,203	378,684
Porto Rico	295,796	401,550	465,488	394,039	404,283	.....
United States	167,124	16,624	800,798	965,954	694,071	268,030
Brazil	1,680,909	2,433,343	1,230,306	737,952	1,351,262	790,550
China	3,094	184,498	347,485	511,803	2,448,591	.....
Indo-Chona	95,809	112,656	145,892	139,691	144,406	179,574
Japan	68,707	438,801	157,193	394,253	418,273	222,296
Egypt	167,188	246,119	1,497,381	2,222,568	1,222,670	1,762,078
Union of South Africa	120,399	277,500	735,673	238,681	337,960	499,470
Belgium	.....	72,452	250,764	25,754	103,556	225,468
Esthonia	.....	.....	2,985	130,449	161,643	123,407
Serb-Croat-Slovene State	.....	.....	424	2,388	118,936	186,927
Malta	33,320	59,489	115,783	201,318	161,545	186,083
Guatemala	50,511	86,653	96,653	88,438	112,530	120,134
British Guiana	142,887	173,355	150,232	163,592	155,343	185,703
Ceylon	74,037	201,288	317,779	166,301	137,442	157,368
Straits Settlements	235,649	475,977	612,134	343,485	343,816	422,474
Philippines	.....	1,147,535	1,116,901	1,007,469	472,318	591,413
French Morocco	17,369	22	247	224,069	41,447	153,845
Poland	.....	.....	1,656,347	340,842	191,238	561,663
Russia	.....	351	1,037	965,649	3,768,630	.....
Newfoundland	441,922	255,913	443,855	303,675	408,161	397,450
Peru	39,042	46,064	74,794	82,692	128,153	99,690
Trinidad and Tobago	.....	320,310	296,788	270,257	303,762	.....
Korea	112,586	210,868	177,575	128,950	153,309	.....
Dutch East Indies	.....	437,214	442,094	474,179	473,644	.....
Syria	.....	.....	.....	.....	193,034	77,336
Tripoli	.....	74,582	125,412	123,306	112,628	108,549
Tunis	79	384	649	10,280	122,143	71,753
Other Countries	1,547,494	4,526,458	2,654,072	303,864	2,183,588	1,736,200
Total	33,065,955	39,080,593	32,499,580	32,191,725	34,713,863	28,799,663

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TABLE No. 131.—Exports and Imports of Oats, by Countries, Calendar Years 1918 to 1923

Oats—Exports	1918	1919	1920	1921	1922	1923
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Czecho-Slovakia	.....	989,839	738,185	236,772	14,252	2,625,287
Denmark	486	33,556	23,577	126,456	339,087	309,246
France	28,362	50,772	4,559,432	4,402,313	431,578	2,480,339
Germany	.....	.....	249,877	218,091	363,688	87,220
Hungary	.....	5,680	78,297	752,639	619,965	3,215,340
Netherlands	363	119,848	407,372	426,851	626,248	656,659
Roumania	.....	.....	2,502,534	10,729,232	15,104,655	10,923,805
Serb-Croat-Slovene State	.....	.....	82,979	838,762	1,991	57,716
Sweden	195	33,459	559,972	1,194,566	3,762,072	546,570
United Kingdom	89,405	3,327,718	1,416,216	651,394	563,364	371,463
Canada	19,323,282	12,046,129	14,793,742	33,175,752	30,330,655	22,203,646
United States	107,731,076	52,042,471	12,120,581	3,034,527	28,246,102	3,036,991
Argentine	35,150,871	21,654,573	27,037,264	25,324,264	19,076,764	29,893,773
Chili	466,723	1,724,101	180,502	1,724,127	977,985	1,170,963
British India	24,245	42,349	93,393	33,588	35,858	69,187
China	65,828	223,765	409,246	218,992	376,417	.....
Algeria	6,493,824	5,118,653	1,779,574	5,687,126	4,576,324	5,348,662
Tunis	2,464,147	2,093,930	1,430,229	3,290,953	873,952	1,764,705
Union of South Africa	227,305	1,425,126	106,017	263,792	134,412	216,217
Australia	239,794	171,041	1,004,208	562,177	89,470	52,412
New Zealand	3,826	170,386	267,092	507,619	806,685	562,527
Lettonia	.....	.....	.....	16,509	868,642	721,488
Austria	.....	83,569	101,277	674	6,484	216,801
Belgium	.....	28,219	7,716	10,394	39,418	224,562
Bulgaria	.....	.....	1,900	34,444	337,168	209,136
Portugal	12,664	195	38	116	.....	6,712,777
Other Countries	108,066	922,279	457,341	143,939	1,149,166	207,800
Total	172,430,462	102,307,658	70,408,561	93,606,069	109,752,402	93,885,292
Oats—Imports						
Austria	.....	106,782	320,185	764,310	1,939,527	5,644,460
Belgium	.....	3,618,757	4,148,267	8,884,031	9,416,342	5,735,284
Denmark	58	535,456	85,955	581,228	465,620	871,754
France	32,903,472	29,858,920	17,718,802	9,710,863	23,344,470	8,414,118
Germany	.....	.....	228,394	5,554,017	5,872,543	2,149,124
Italy	18,122,478	11,337,758	2,962,195	7,677,535	7,493,706	10,366,283
Netherlands	545	2,701,198	1,957,469	3,379,955	5,056,670	4,282,322
Switzerland	1,914,699	5,778,275	3,395,239	5,245,815	7,889,329	9,546,565
United Kingdom	36,177,942	22,108,250	20,099,426	27,528,452	30,822,789	32,159,392
Canada	3,682,633	3,292,729	1,346,135	137,349	1,067,500	185,773
United States	1,358,792	573,304	6,332,541	3,355,581	1,222,986	298,081
Algeria	13	2,133	3,454,174	544,903	534,340	382,058
Finland	53,891	96,719	136	24,887	370	1,621,079
Greece	.....	155,466	243,632	405,109	24,880	159,785
Sweden	342,958	1,479,010	12,852	2,843,560	768,869	2,586,978
British West Indies	.....	394,099	545,150	515,652	543,321	332,902
British Guiana	.....	.....	164,064	120,724	146,771	145,390
Tripoli	.....	.....	222,798	231,935	39,132	433,232
Australia	376	185,799	195,863	3,871	383,595	409,960
Czecho-Slovakia	.....	.....	4,169	940,895	1,260,912	1,184,625
Other Countries	3,095,243	2,977,537	3,795,544	3,732,536	5,384,869	2,688,443
Total	97,653,100	85,202,192	67,232,990	82,183,208	103,678,541	89,597,698

TABLE No. 132.—Exports and Imports of Barley, by Countries, Calendar Years 1918 to 1923

Barley—Exports	1918	1919	1920	1921	1922	1923
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Belgium	.....	181,545	73,218	1,973,606	165,134	88,453
Czecho-Slovakia	.....	220	34,177	125,689	6,149,267	8,841,392
Denmark	433,401	50,092	709,834	2,361,986	1,586,144	741,063
France	11,951	24,858	1,732,043	745,366	480,696	989,667
Netherlands	87	35,022	1,204,268	319,493	384,255	517,316
Roumania	.....	.....	19,330,899	17,782,909	26,455,920	36,656,477
Serb-Croat-Slovene State	.....	.....	294,842	1,123,123	179,469	99,784
Canada	4,046,247	12,554,914	9,423,939	12,301,505	14,786,787	14,250,368
United States	18,805,237	37,611,879	17,854,786	25,834,024	18,780,618	11,983,188
Argentine	218,216	972,213	2,683,128	2,230,528	1,136,553	3,324,686
Chili	243,428	1,946,773	1,413,317	2,825,756	1,835,851	2,068,044
British India	14,846,704	598,375	235,693	514,239	370,522	2,073,537
Algeria	3,743,045	15,696,856	1,714,865	5,353,721	1,301,627	5,296,450
Morocco	1,738,951	1,690,297	1,928,465	7,369,399	4,447,249	1,531,262
Tunis	2,528,066	6,419,072	641,568	6,561,976	588,068	5,005,131
Australia	252,701	454,240	1,844,104	3,254,312	2,307,838	1,888,864
Bulgaria	.....	643	465,883	794,300	1,330,416	510,293
Poland	.....	.....	19,938	70,691	788,486	918,667
Russia	.....	.....	.....	.....	.....	10,084,692
Cyprus	212,360	607,390	41	60,182	523,673	521,128
Mesopotamia	.....	.....	.....	.....	3,767,411	5,849,693
Cyrenaica	.....	.....	1,043,387	463,899	12,001	583,626
New Zealand	858	.....	41,103	41,103	153,743	7,771
Other Countries	1,086,793	2,336,660	824,033	2,379,451	2,184,053	630,548
Total	48,168,045	81,181,049	63,513,531	94,487,258	89,715,781	114,462,100
Barley—Imports						
Austria	.....	.....	504,713	1,328,942	1,978,525	4,717,004
Belgium	.....	2,187,358	3,873,158	12,255,152	9,282,257	11,752,198
Denmark	12,245	1,699,735	25,041	1,445,868	1,800,186	10,549,735
France	10,686,833	14,465,300	2,930,019	2,947,068	2,428,066	3,202,718
Germany	.....	.....	3,395,479	14,132,400	12,264,223	14,420,445
Greece	.....	388,026	1,180,715	909,927	294,838	1,156,441
Italy	7,509,929	709,766	953,473	1,637,793	1,466,013	1,356,790
Netherlands	135,500	6,381,809	2,449,235	6,408,844	6,612,628	13,036,069
Norway	466,816	117,564	413,205	1,377,982	1,583,761	2,003,787
Poland	.....	.....	443,667	2,083,706	32,404	12,746
Spain	615	85,344	29,616	6,699,401	1,440,650	152,113
Sweden	160,390	375,538	53,123	346,680	27,710	69,654
Switzerland	605,462	855,223	439,616	1,747,150	2,384,832	3,056,534
Turkey	.....	8,185	255,833	872,681	.....	.....
United Kingdom	11,725,632	38,836,316	29,558,385	36,896,708	29,641,395	42,336,319
Algeria	914	31,857	4,154,611	1,668,379	2,933,211	2,067,474
Egypt	46	45,972	613,013	1,545,758	289,308	503,946
Tunis	5,617	7,721	287,374	41,586	834,770	193,189
Finland	51,625	454,745	63,172	20,108	35,196	136,468
Palestine	.....	.....	.....	.....	.....	461,602
French Morocco	.....	.....	.....	.....	597	460,794
Other Countries	1,212,890	2,022,393	1,391,588	502,702	2,283,504	854,387
Total	32,574,514	68,672,852	53,015,036	94,868,835	77,614,074	112,500,413

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TABLE No. 133.—Exports and Imports of Rye, by Countries, Calendar Years 1918 to 1923

Rye—Exports	1918	1919	1920	1921	1922	1923
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Belgium	.....	1,386	64,064	221,987	161,466	1,233,210
France	839	6,893	5,547	529,491	854,320	310,346
Netherlands	126	482,902	2,087,908	1,258,339	774,418	490,020
Roumania	.....	.....	1,560,335	2,199,353	1,119,687	424,392
Sweden	13,779	28,133	597,759	2,605,506	161,832	18,212
Canada	771,485	1,761,323	2,998,336	3,815,154	9,879,383	7,036,060
United States	7,631,635	32,898,141	57,071,424	29,811,698	47,260,239	30,850,168
Argentine	2,126	200,701	500,256	668,595	1,102,202	2,724,694
Bulgaria	20,964	.....	16,531	333,939	408,003	.....
Poland	.....	.....	34,778	144,636	1,038,510	3,279
Russia	.....	.....	.....	.....	127,684	47,066,140
Hungary	.....	1,547	.....	21,409	27,727	893,472
Czecho-Slovakia	.....	7	22,629	965	157,939	1,228,959
Other Countries	358,950	238,165	426,199	961,599	630,313	186,288
Total	8,799,904	35,619,198	65,385,766	42,572,671	63,703,721	92,465,240
Rye—Imports						
Austria	.....	630,821	2,130,798	1,778,527	2,136,643	2,286,023
Belgium	.....	1,724,041	4,096,647	531,030	272,084	429,790
Czecho-Slovakia	.....	6,300,149	977,201	2,935,339	381,729	53,943
Denmark	.....	395,004	89,555	430,908	4,278,608	8,597,832
Finland	63,946	4,087,316	2,512,317	2,022,596	3,962,857	6,949,162
France	875,323	573,847	16,350,045	1,654,505	10,153	1,463,689
Germany	.....	.....	15,909,827	14,798,788	21,242,959	37,366,222
Italy	2,522,694	133,814	2,390,573	2,820,477	104,523	245,463
Netherlands	142	1,638,982	527,845	1,752,725	2,092,869	5,190,146
Norway	1,142,651	4,658,128	6,655,938	4,567,258	6,436,636	7,411,742
Poland	.....	.....	512,050	1,009,806	62,812	7,326
Russia	.....	12	.....	2,293,329	8,588,435	.....
Sweden	137,636	55	728	508,023	398,862	3,050,409
Switzerland	452,238	1,632,285	153,498	421	40,557	8,397
United Kingdom	3,860,597	1,866,374	2,084,212	1,728,076	939,880	.....
Greece	.....	1,267	661	7,630	236	704,736
Latvia	.....	.....	61,844	329,069	532,707	1,404,125
Esthonia	.....	.....	.....	97,472	434,282	1,001,869
Other Countries	33,625	122,626	274,170	248,018	11,877	3,783
Total	9,088,852	23,764,721	54,727,809	39,513,997	51,928,709	76,174,657

TABLE No. 134.—Exports and Imports of Corn, by Countries, Calendar Years, 1918 to 1923

Corn—Exports	1918	1919	1920	1921	1922	1923
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Bulgaria	2,976	.....	4,184,785	2,195,337	2,215,289	4,285,860
Belgium	.....	153,529	1,712,841	7,025,640	418,109	218,601
France	3,897	8,543	128,747	445,057	118,865	107,055
Roumania	.....	25,597	17,324,821	30,280,231	11,909,337	26,352,565
Serb-Croat-Slovene State	.....	.....	5,002,851	12,490,070	451,328	4,021,811
United States	39,899,061	11,192,524	17,761,709	128,974,411	163,609,093	42,187,702
Argentine	26,167,573	87,787,665	173,644,493	111,604,698	111,539,936	116,033,693
Union of South Africa	9,098,147	4,397,595	1,244,209	13,879,404	9,717,508	20,148,487
Brasil	562,001	36,821	174,253	1,415,955	501,307	1,361,283
Indo-China	103,224	48,963	347,073	1,294,094	2,437,587	1,535,840
British India	2,388,054	2,681	124,538	119,759	143,341	1,923,151
Kenya	.....	60,474	541,108	.....	787,539	1,749,402
Southern Rhodesia	776,681	1,207,129	1,485,917	1,256,269	115,936	2,807,380
Other Countries	2,233,128	5,341,514	3,234,599	6,359,280	3,819,532	2,420,608
Total	81,234,742	110,263,035	226,911,944	317,340,205	307,784,707	225,153,438
Corn—Imports						
Austria	.....	1,303,771	5,124,200	6,699,023	3,585,612	2,892,085
Belgium	.....	1,425,443	10,480,332	19,333,650	16,431,664	15,907,335
Czecho-Slovakia	.....	115,940	314,322	7,829,111	3,867,624	2,379,779
Denmark	104,641	7,727,324	9,808,654	18,141,162	17,247,100	13,151,394
France	5,520,357	5,387,937	17,536,399	13,172,755	21,044,680	22,194,342
Germany	.....	.....	16,099,028	73,639,704	42,731,204	9,974,687
Italy	9,878,580	7,743,430	12,598,038	17,965,382	19,859,597	17,487,448
Netherlands	224,613	8,680,176	15,329,562	35,433,937	34,624,832	27,956,123
Norway	1,739,281	2,742,189	2,611,065	3,528,544	3,546,165	3,829,295
Spain	382,752	2,509,108	7,719,135	11,945,623	17,595,590	12,315,849
Sweden	1,374,354	3,198,876	1,519,396	4,185,899	1,986,393	2,611,324
Switzerland	651,588	5,273,737	962,812	5,107,244	5,007,571	5,222,972
United Kingdom	28,980,334	33,721,774	67,680,069	73,514,513	74,045,834	69,072,234
Canada	11,353,308	6,392,259	10,662,710	12,321,880	13,215,679	8,936,346
Cuba	1,604,770	2,233,761	3,136,957	2,967,054	3,086,546	.....
United States	1,990,361	11,212,708	7,784,609	164,096	112,822	203,500
Australia	40,034	610,668	188,044	28,015	552,683	2,633,201
Tunis	12	.....	1,110,148	719,239	395,980	482,504
Russia	.....	.....	.....	3,803	11,500,684	.....
Other Countries	2,310,986	4,634,354	6,238,994	3,070,699	3,760,755	3,260,668
Total	66,155,971	104,913,455	196,904,474	309,771,333	294,199,015	220,511,086

TABLE No. 135.—Exports and Imports of Linseed, Calendar Years 1918 to 1923

Linseed—Exports	1918	1919	1920	1921	1922	1923
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Belgium	.....	37,758	110,527	2,515,592	102,090	174,158
Netherlands	178,406	90,311	179,182	209,763	201,212	155,073
Canada	2,088,365	1,172,677	1,518,782	3,727,701	2,072,925	2,870,783
Argentine	15,408,122	33,677,980	39,782,657	49,684,622	36,909,425	45,345,189
Uruguay	105,307	540,963	753,709	887,283	500,354	742,931
British India	8,866,814	13,340,721	7,839,249	4,196,958	12,208,526	15,110,142
China	481,937	554,990	241,636	183,682	1,331,848	.....
Morocco	153,057	653,167	705,554	590,398	225,176	288,772
Latvia	.....	.....	8,752	191,122	416,991	420,554
Lithuania	.....	.....	582,654	649,580	.....	744,474
Other Countries	269,969	527,467	287,780	641,915	409,791	382,882
Total	27,551,977	50,596,034	52,040,482	63,478,616	54,378,338	66,234,958
Linseed—Imports						
Belgium	.....	1,008,562	1,586,389	6,273,453	2,934,304	2,610,675
Denmark	4	708,633	1,049,171	1,105,530	596,130	632,805
France	1,028,038	4,001,552	1,284,460	4,280,061	5,285,461	6,166,902
Germany	.....	.....	2,088,853	5,907,987	4,061,073	2,205,664
Italy	140,786	519,026	871,028	748,962	1,216,581	1,470,382
Netherlands	3,146	3,808,284	3,826,083	10,788,532	9,861,809	7,742,918
Norway	.....	350,706	332,325	438,380	352,643	494,390
Sweden	67,052	694,673	1,084,783	1,061,178	1,041,923	1,204,495
United Kingdom	9,728,724	20,536,802	15,574,777	18,791,837	14,354,046	15,260,254
United States	12,974,468	14,036,173	24,641,173	12,326,234	14,913,150	24,332,312
Australia	691,527	412,743	649,588	591,957	818,428	666,221
Czecho-Slovakia	.....	795	101,693	367,535	402,378	505,149
Other Countries	294,362	497,512	901,054	904,253	518,310	1,717,683
Total	24,928,107	46,575,461	53,991,377	63,585,899	56,356,236	65,009,850

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THE SASKATCHEWAN CO-OPERATIVE NEWS

Editor—Cecil Lamont.

PUBLISHED BY THE SASKATCHEWAN CO-OPERATIVE ELEVATOR COMPANY, LIMITED, REGINA, SASK.

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NEWS BULLETIN

September 1, 1924

OUR broadcasting to shareholders of this Company information to the effect that the leaders of the Farmers' Union movement sought to elect to the Wheat Pool directorate men pledged to carry out the will of the Farmers' Union leaders will not make these leaders, who favor the extermination of the Saskatchewan Co-operative Elevator Company, any more friendly towards the Company. As F.U. leaders attempted secretly to gain control of the "pool" election so also will they attempt to control the election of delegates to the Annual Meeting of the Company. Shareholders should guard against any attempt of the Union leaders to "pack" meetings of the Company's locals when the delegates to the Annual Meeting are being selected. Because their scheme to gain control of the Wheat Pool was made public they have been just so much more wary in keeping secret their next move against the "Co-op."

* * *

CLAUSE three of the constitution and bylaws of the Farmers' Union of Canada reads: "*If the executive board thinks certain steps are necessary to the welfare of the farmers, the conditions will have to be put before the farmer members and decided by a vote of the members of the Farmers' Union of Canada. If the majority is in favor of certain decisions every member of the Farmers' Union of Canada binds himself to unconditionally obey the orders of the Executive of the Union. Not to be applied to any religious or political question.*" What is the effect of this obligation on any Farmers' Union man holding office in any other organization? Will he represent those who directly placed him there, or will he merely act as the "tool" of the Farmers' Union leaders?

* * *

THE leaders of the Farmers' Union as well as their associates outside have steadfastly ignored what the Saskatchewan Co-operative Elevator Company has done to aid in the establishment of the Wheat Pool, which is now in existence. The Company has lent the advice of its officials freely and unreservedly to those engaged in the organization of the Pool and in addition made a grant of $15,000 to aid in the organization work at a time when the money was sorely needed. A year ago, anticipating that the Saskatchewan pool would operate, the Company offered use of all its facilities required for handling and financing pool wheat under arrangements which it was agreed by responsible officials of both Saskatchewan and Alberta pool movements were fair, and which assure to all pooling farmers the same price for the same grade at the same station, whether delivered in wagon loads or carload lots, and enable those farmers who ordinarily market their wheat in wagon lots to secure the average spot price. This offer was also made to the new Board of the pool.

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CO-OPERATION

BRINGS

HIGHER PROCEEDS FOR YOUR CROP

WE AIM TO GIVE

EQUAL OPPORTUNITY AND FAIR TREATMENT
ALIKE TO LARGE AND SMALL PRODUCERS

Country Elevator Capacity 12,900,000 Bushels

SASKATCHEWAN CO-OPERATIVE ELEVATOR COMPANY. LIMITED.

Terminal Elevator Capacity 15,100,000 Bushels

EFFICIENT SERVICE - PROMPT SETTLEMENT
ABSOLUTE SAFETY - LIBERAL ADVANCES

During the 1923–24 crop season 50,000,000 bushels of grain were handled through our country elevators

Let Us Handle Your Grain

BILL YOUR CARS

Platform shippers in large numbers utilize our Commission Department

Shippers of less than carload lots should see our agents

Owned and Controlled by the Agriculturists of Saskatchewan

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IN their ardent mission to bring about the destruction of the Co-operative Elevator system, opponents of the Company recently spread the report that the Directors had men out secretly buying up shares of the Company. One of our shareholders wrote and asked if there was any foundation to the report. He was, of course, informed that no one was out buying shares either secretly or otherwise for directors or any one else. The law limits each shareholder to 20 shares whether he be a director or not. The action of the shareholder in giving Head Office an opportunity to clear up this matter is very laudable indeed.

* * *

THIS week the mails will carry $156,544.44 in dividends to "Co-op." shareholders. This represents the usual annual cash dividend of 8 per cent. on the paid up value of the shares.

* * *

THOSE spreading throughout the Province a report that shares in the Saskatchewan Co-operative Elevator Company are valueless doubtless have their motive. Any stock which year after year pays a dividend of 8 per cent. and has back of it substantial reserves as has that of the Company is a valuable investment. Those farmers who put $7.50 into one share in the Company in 1911 and today find that share with a paid-up value of $37.50 will not be among those to agree that the shares are worthless. Their value today is undoubted. Help us guard it against those who are planning its destruction.

* * *

ANY old lie does for a certain type of agitator. One moment we hear that the shares of the "Co-op." are valueless, then comes the report that the Directors have men out secretly buying up the shares of the Company.

* * *

SHAREHOLDERS should correspond freely with Head Office when any problem concerning the Company is facing them. At Head Office correct information can always be obtained. Avail yourself of it and then use it to check the lying insinuations being spread throughout the Province by enemies of the Company.

* * *

"MR. Saskatchewan Farmer, it would be very illuminating if the Guide were to give you an honest-to-goodness history of the Crerar millions and also a truthful statement of the financial standing of the rest of his crowd." This sentence, quoted from a newspaper article by Mr. McNamee, President of the Farmers' Union, is a typical example of his methods for breeding in the hearts of the farmers distrust and hatred of the farmers' grain handling organizations. It is thus that the men whose record is one of extravagant promises only, seek to create suspicion of those whose record is one of achievement.

* * *

WHEN the notorious letter despatched from the F.U. Headquarters to all parts of the province during the attempted election of Farmers' Union delegates to the Pool directorate was made public, the F.U. leaders, instead of frankly admitting its vicious character and repudiating it, actually sought to defend their attempt to place the Pool under domination and severely criticised the newspapers for publishing the letter which they claimed was confidential. Doubly interesting, however, was the obvious attempt of these same leaders to throw up a smoke screen about their own misdoings by accusing the Grain Growers' Organization of attempting the same thing.

* * *

ON June 5th Central Office of the Farmers' Union sent out a circular letter to all F.U. lodges urging the election of Farmers' Union delegates to the wheat pool directorate in order to give that organization control of the Pool. Just what measure of success attended their effort has not been revealed, but on July 16th Mr. L. P. McNamee, the President of the Farmers'

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Union, wrote a letter to the Progressive newspaper warning the farmers not to let the old "crowd" get control of the pool. It is the usual smoke screen thrown out by the McNamee type of politician, who by accusing someone else of what they themselves are doing, seek to divert attention from their own misdeeds. Of course, McNamee didn't expect that the Union's "confidential" letter would become public property.

* * *

CERTAIN sections of the press have taken great pains in giving the utmost prominence to any resolutions passed by the Company's locals favoring the sale or lease of the Company's elevator facilities to the pool. The Farmers' Union propaganda urging shareholders of the "Co-op." who are also members of the F.U. to press for meetings of their locals called to consider resolutions of the Union leaders favoring the absorption of the Company by the "pool" has thus been spread over the entire province. So far the number of locals which have adopted the resolution numbers only seven, not an imposing number when one considers that there are 425 "Co-op." locals. This section of the press has made no mention of the "ninety and nine" that have rejected the Farmers' Union plan to wipe the Company out of existence.

* * *

NOTE THREAT

THE liability of each shareholder of the Company for the unpaid balance of the shares he holds should not be overlooked in these times when so many are seeking to direct the future of the company so as to suit one pet notion or another. Each shareholder is liable to pay this balance at any time it may be called and anything that will weaken the financial position of the Company or otherwise interfere with its successful operation may bring about a condition under which the shareholders would be faced with this liability.

IT is interesting to draw back the screen and looking behind the scenes see who is really responsible for the move being made by the F.U. for the destruction of the Co-operative Elevator System. Last March Mr. C. W. Peterson, the Editor of the *Farm and Ranch Review*, whose half-baked ideas regarding the farmer-owned Grain Companies are well known, first outlined the "scheme" for turning the Saskatchewan Co-operative Elevator Company and the United Grain Growers over to the Wheat Pools of the three Provinces. The closeness of Mr. Peterson's connection with the leaders of the Farmers' Union may be surmised since within a remarkably short time the F.U. had taken up Mr. Peterson's cry, and he has since been sitting back watching the agents of the cause at work. If Mr. Peterson is back of the Farmers' Union, who are the interests back of Mr. Peterson?

* * *

ATTENDANCE at all local Meetings is one of the most important duties of every shareholder. The Company is owned and controlled by its shareholders and every one should make it a point to attend all local meetings in order to prevent little cliques such as McNamee controls getting together and passing resolutions without the knowledge of the rest of the shareholders. September isn't the time for making resolutions, but here's one worth considering anyway—"I resolve to attend all meetings of my local in future."

* * *

IF you heard an evil report of your friend, would you not, being loyal as well as fair, give him every chance to state his side? When you hear attacks made upon the integrity of your Company, your officials or your employees will you not likewise by communicating with them, give them an opportunity to give you all the facts? Head Office will be pleased to get your letters.

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BILL 8

MEMORANDUM SUBMITTED TO THE SELECT STANDING COMMITTEE OF THE HOUSE OF COMMONS

By

REPRESENTATIVES OF ELEVATOR COMPANIES

1926

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BILL 8

MEMORANDUM SUBMITTED TO THE
SELECT STANDING COMMITTEE OF
THE HOUSE OF COMMONS

By

REPRESENTATIVES OF
ELEVATOR COMPANIES

1926

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BILL 8

An Act to amend The Canada Grain Act (Warehouse Receipts)

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1.Subsection two of section one hundred and fifty of The Canada Grain Act, chapter thirty-three of the statutes of 1925, is repealed, and the following is substituted therefor:

"(2) Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, IF HE SO DESIRES, in quantities not less than carload lots, on track at any terminal elevator in the Western Inspection Division or at a proper terminal elevator at or adjacent to Duluth, so soon as the transportation company delivers the same at such terminal, and the certificate of grade and weight is returned."

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The Present Grain Act—Section 150

(1) The person operating any country elevator shall, upon request of any person delivering grain for storage or shipment, deliver to such person a warehouse receipt or receipts, dated the day the grain was received and specifying,—

(a) The gross and net weight of such grain;

(b) The dockage for dirt or other cause;

(c) The grade of such grain when graded conformably to the grade fixed by law and in force at terminal points; and

(d) That the grain mentioned in such receipt has been received into store.

(2) Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, in quantities not less than carload lots on track at a public terminal elevator (unless otherwise mutually agreed) at such terminal point in the Western Inspection Division as the owner may specify (or on track at such proper terminal elevator at or adjacent to Duluth as the owner may specify) so soon as the transportation company delivers the grain at such elevator and the certificates of grade and weight are returned.

Where delivery is made into cars on track at the country elevator the Bill of Lading (if issued) and an affidavit of weight shall upon request be delivered by the country elevator to the owner and thereupon the country elevator shall be relieved from further liability for grades and weights, except in so far as the subject to grade and dockage ticket otherwise provides.

Should a country elevator on the order of the owner deliver the grain at a private terminal elevator approved by the country elevator, the country elevator shall guarantee the grade and weight.

(3) Nothing herein shall prevent the owner of such grain from, at any time before it is shipped to terminals, requiring it to be shipped to any other terminal than as hereinbefore provided.

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The Canada Grain Act of 1912—Section 159

The person operating any country elevator shall, upon request of any person delivering grain for storage or shipment, deliver to such person a warehouse receipt or receipts, dated the day the grain was received and specifying,—

(a) The gross and net weight of such grain;

(b) The dockage for dirt or other cause;

(c) The grade of such grain when graded conformably to the grade fixed by law and in force at terminal points; and

(d) That the grain mentioned in such receipt has been received into store.

2. Such receipt shall also state upon its face that the grain mentioned therein has been received into store, and that upon the return of such receipt, and upon payment or tender of payment of all lawful charges for receiving, storing, insuring, delivering or otherwise handling such grain, which may accrue up to the time of the return of the receipt, the grain is deliverable to the person on whose account it has been taken into store, or to his order, from the country elevator where it was received for storage, or, IF EITHER PARTY SO DESIRES, in quantities not less than carload lots, on track at any terminal elevator in the Western Inspection Division, on the line of railway upon which the receiving country elevator is situate, or any line connecting therewith, so soon as the transportation company delivers the same at such terminal, and the certificate of grade and weight is returned.

3. In the case of a country elevator on the line of railway formerly known as the Northern Pacific and Manitoba Railway, or on any line of railway operated therewith, or the Great Northern Railway, IF EITHER PARTY DESIRES such grain to be shipped to a terminal point, it may be delivered on track at the proper terminal elevator at or adjacent to Duluth.

4. Nothing herein shall prevent the owner of such grain from, at any time before it is shipped to terminals, requiring it to be shipped to any other terminal than as hereinbefore provided.

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1. This amendment was rejected by Parliament in 1925.

(a) It was rejected by the Committee on Agriculture.

The proposed amendment was considered by the Standing Committee on Agriculture when the Canada Grain Act was revised in 1925.

After a full discussion it was rejected by the committee, and the clause which is now in the Grain Act—Section 150—was adopted by a vote of 34 to 13. (See printed proceedings of Select Standing Committee respecting Bill 113, an Act respecting Grain, June 16, 1925).

(b) It was rejected by the House of Commons.

The proposed amendment was debated at length by the House of Commons when the report of the Standing Committee was considered on June 23, 1925, and it was rejected by a vote of 62 to 40. (See Hansard, Vol. 60, Pages 4912 to 4937).

2. Origin of the proposed Amendment.

In the early days of grain production in Western Canada there were no elevator facilities. There were a few flat warehouses, and at the head of the lakes grain was handled in sacks.

As production increased elevators, country and terminal, were needed. At Fort William and Port Arthur the railway companies built some terminal elevators, but throughout the country neither the railway companies nor the provincial or federal governments, nor farmers' bodies, were prepared to build and operate elevators. Private capital was solicited to invest in the elevator business. And from the day that private capital was invested in the elevator business to the present time practically all the grain shipped through country elevators remained under the control of the country elevator owner until it was delivered into the terminal elevator. During that long period that practice was all but universal, and during that period neither the practice nor the section of the Grain Act under which it was carried on was challenged. Various royal commissions investigated the grain trade during that long period, but none of them condemned the practice, and none of them recommended a change in the Act on this matter.

The Royal Grain Inquiry Commission appointed in 1923 conducted a very thorough investigation into the grain trade. No farmers' representatives and no organizations challenged the practice or the law during that inquiry. The report of that commission is silent both on the practice and on the section of the Act governing it; it does not mention the matter, and it contains no recommendation upon it.

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After the report of the commission had been issued, Mr. Justice Turgeon, who had been chairman of the commission, prepared amendments to the Canada Grain Act. In his draft amendments there appeared this proposal, and this is the first time in the history of grain legislation that this particular amendment appeared. Mr. Justice Turgeon states that the change was suggested to him by the Board of Grain Commissioners for Canada.

Now, the Board of Grain Commissioners for Canada had conducted no inquiry into that matter. It had held no public hearings; it had taken no evidence on the issues involved; it had not been requested by any one to recommend that change to Parliament; and it had not given any opportunity to the parties affected to state their views.

Why, then, did the Board of Grain Commissioners for Canada recommend this change to Mr. Justice Turgeon?

The answer was given by Mr. Boyd, the chairman of the Board, to the Standing Committee on Agriculture, and it was to the effect that the section of the Grain Act was indefinite on the question whether a shipper had the right to select the terminal market to which his grain should be shipped; and for that reason—and for that reason only—the Board had suggested the amendment in order that the Grain Act should clearly set forth the right of the farmer to have his grain shipped to Vancouver, Fort William, or any other market he chose.

This is the story of the origin of this amendment, and this is the purpose the Board of Grain Commissioners had in view.

But the wording of the amendment goes far beyond the purpose of the Board of Grain Commissioners. It takes from the country elevator owner a right that had been given him in the preceding grain legislation—a right which he had exercised for many years—and yet it continues to impose upon the country elevator the obligation of guaranteeing or insuring the farmer against loss of weight and grade while the grain is enroute to the terminal point.

The amendment, by depriving the country elevator of a right hitherto unchallenged, if it becomes law, can be used to deprive both country and terminal elevators of revenues necessary to their existence; it can be used to ruin investments of private capital in the grain business. And to these effects of the amendment the Board of Grain Commissioners had given no thought until the matter was discussed before the Standing Committee on Agriculture.

Mr. Boyd and his colleagues made statements before that committee. They frankly and fully made clear the whole mat-

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ter. They supported the position taken by the elevator companies; they supported the amendment advocated by the elevator companies, the amendment that was finally recommended by the committee, adopted by Parliament, and embodied in the Act.

The proof of this lies in Mr. Boyd's statement, found on page 45 of the Minutes of Proceedings of the Select Standing Committee on Agriculture, Tuesday, June 16, 1925. The statement is as follows:

"MR. BOYD: Mr. Chairman and gentlemen, the Board of Grain Commissioners takes responsibility for this amendment. If you will notice, the old section read, 'If either party so desires'. The Board itself was unable to comprehend just exactly what that meant, and we could not find anybody else who did. It was a very indefinite and uncertain wording, and during the early part of this year the Board had some difficulty in obtaining the right we thought the farmer had, of shipping his grain to Vancouver. The Board introduced this amendment for that purpose and that purpose alone, to see that a farmer could ship his car either to Vancouver or Fort William, just as he pleased. That was the object of the Board in suggesting that amendment. Now, the country elevators have certain rights in all these affairs, and the Board is satisfied that the amendments as suggested through Dr. Magill are quite satisfactory and will give to the farmer now what the Board thought he was entitled to."

Mr. Robinson's statement, found on the same page, is as follows:

"MR. ROBINSON: Mr. Chairman, I just want to say that I endorse what our Chairman has said. I believe that the amendment is better than the draft of the Bill. I do not believe any party will ever gain by committing an injustice on another party, and I feel certain that if that is left as it is, the country elevator will suffer and the terminal elevator will suffer. This proposed amendment does not take away the right of the producer of grain to say to what terminal point it should be shipped. But there is something more which I would like to emphasize and that is that it will go to a public terminal, according to this amendment, unless the farmer or producer of the grain wishes to make a bargain under Section 141 and ship it to a private elevator. I would strongly endorse the amendment as proposed."

Mr. Snow's statement, found on page 48, is a somewhat lengthy statement, but he agreed with and supported his colleagues.

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3. The question at issue.

The issue raised by this amendment can be stated in simple terms.

First of all, it does not concern what is called street grain, i.e., grain sold by the farmer to the elevator company. It concerns only grain handled through the elevator or stored in the elevator, usually called carlot shipments.

Next, it does not affect the question: can the farmer select the terminal market to which his grain is to be shipped? That is conceded by all, and is expressly set forth in the existing Grain Act.

Next, it does not affect the question of the right of the farmer to do as he pleases with his own grain. No one has questioned that right. He can do what he pleases with his own grain under the existing Act, and any statement to the contrary is misrepresentation.

Next, the farmer has the right under the existing law to take his stored grain back under his own control either at the country elevator or at the distant terminal elevator.

4. Delivery at the terminal point.

The men who framed the old grain acts wisely thought that the farmer could not easily follow the grain to the distant market; could not watch the grading of the grain at (say) Winnipeg; could not quickly call for re-inspection or survey; could not watch for leakages or thefts on the way, and could not watch the weighing of the grain at the unloading point.

For these reasons they enacted that the country elevator should, upon receiving grain from the farmer, give him storage tickets at the country point showing grade or weight, or both; could repair the cars if necessary before loading the grain; could act as custodian of the grain while enroute to the terminal market; could as custodian watch the grading, receive the inspection certificate, and call for re-inspection or survey; could receive reports as to leakages or loss; could receive the weight certificate; could deal with the railway companies re shortages; and being custodian in this way could protect itself against risks of loss on the way; and because it could do all these things it should guarantee to deliver to the farmer at the terminal point the grade and weight shown on the tickets given to the farmer at the country elevator.

The question, therefore, is: who is to carry the risks or hazards of loss by the way? If the risks are to be carried by the elevator company, the Grain Acts have hitherto always provided that the company in order to carry these risks should

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have custodian's rights. If, on the other hand, the risks are to be carried by the farmer, the farmer's right is unchallenged. He has the right to do as he pleases with his own grain at his own risk. But if he prefers to be protected or insured by the elevator company while the grain is enroute, he must admit the rights of the insuring company, the right of that company to retain the grain under its control until final weights and grades have been determined.

The elevator company maintains a staff to check samples, to check dockage, to check condition, and to check the inspection generally. This costs something. It is the elevator company, not the farmer, who stands the loss if the grain is improperly inspected. It is the elevator company, not the farmer, who stands the loss if there is a shortage in weight. What interest has the farmer, therefore, as farmer that is not secured?

If this amendment became law the elevator company would have no right whatever to check inspection or weighing; it would have no right to call for re-inspection or survey; it would have no right to any information about grades, leakages, or anything else. It is neither the owner nor the custodian of the grain. It might not be able to secure any information of the loss for which it has to pay for months afterwards, and in such cases it could make no claim upon the railway company or anybody else.

5. Delivery of the grain at the country elevator.

If the farmer demands the return of the grain at the country elevator to himself, he gets the car placed, orders the grain loaded, pays off the warehouseman, receives the shipping bill, and ships the grain where he pleases.

When the farmer thus takes back the grain under his control, the elevator is finished; it is no longer the custodian, and has no longer anything to do with the grain. This is what is meant by delivery of the grain to the farmer at the country point.

This has been the practice for years, is the practice today, was provided for in the old Act, and is still more explicitly set forth in the present Act.

When the warehouseman has been thus paid off, he has neither further right nor further liability in the matter.

Now, the first object of the proposed amendment is to enact that after the grain has been taken out of the hands of the elevator owner altogether, and full control resumed by the farmer, even then and all along the journey to the terminal market

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that elevator owner must guarantee the farmer against all loss in grade and weight as compared with the grade and weight shown on the storage tickets given by the elevator owner when he received the grain from the farmer in the first instance.

Yet the elevator owner, after he delivers this grain back to the farmer at the country point, cannot take any step whatever to protect himself in regard to such losses.

This is one of the most unfair proposals ever made, and this is the first reason why the proposal was rejected by the Standing Committee on Agriculture, the House of Commons and the Senate in 1925.

At this point may be considered an objection as follows: The farmer desires to take the grain back under his own control at the country elevator, but how is he to assure himself that he is getting back the weight and grade that he put into the elevator?

Farmers who ship in carlots know very well how to protect themselves.

To begin with, if they suspect an elevator operator they do not deal with him. They deal with his competitors, including farmers' elevators, mills and loading platforms.

And if they put grain into an elevator, and still suspect the operator, they can say so at the time, and refuse the grain. They can make the elevator company ship the car, under the control, doubtless, of the elevator company, to whatever terminal market they choose, and obtain settlement from it on the basis of the grade and weight shown on the original storage ticket.

6. The relationship between Country Elevators and Terminal Elevators.

In the system of handling grain that has grown up in Western Canada practically all country elevator operators now own or have an interest in terminal elevators at the head of the lakes or at Vancouver.

Terminal elevators are necessary to provide storage for the grain at terminal points while awaiting shipment during the season of open navigation, and to provide storage for the grain during the closed season. Increased capacity and additional terminal elevators have been required as the production of the prairie provinces has increased. This all necessitated heavy capital expenditure.

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It was early ascertained that terminal elevators did not and could not succeed unless they were provided with country elevators as feeders. This also required large capital expenditure, and for a long period of time it was not an easy matter to find those who were willing to make this expenditure. Capital had to be sought and induced to provide elevator facilities, and that at a time when this expenditure was most needed to facilitate the development of the west. As new railway lines were built and branch lines extended, new shipping points were opened up, with the resultant demand for more country elevators, and many millions of dollars were provided in the way of capital expenditure to furnish elevator facilities, both terminal and country, to take care of the ever-increasing grain crops of the west.

During all this period it was a recognized condition of operation that the country elevator which received the grain had the right to the control of the grain until delivered to the farmer or his representative at the terminal point (unless the farmer wished delivery at the country elevator) and thus was in a position to feed the grain to its own terminal elevator or the one in which it was interested. Without this condition of operation private expenditure of millions of dollars could not have been secured.

It was under these conditions that the system of providing allied terminal and country elevators gradually extended and expanded hand in hand, each largely dependent on the other. Without country elevators the terminal elevator could not make a return upon the investment. And the country elevator could not make a reasonable return unless it had a place provided to send the grain when received, as country houses are of limited capacity, and have to send the grain forward expeditiously to make room for more, and thus make a turnover during the season of several times its capacity.

It may be said that country elevators receive a fee in the way of a handling charge to compensate them for the handling of the stored grain. It is true they do receive a handling charge, but this charge does not compensate them for the handling of grain, and the statement can safely be made without fear of contradiction that a country elevator could not earn a return upon its capital handling only stored grain unless by its interest in the terminal elevators it was able to work in conjunction with such terminal elevators.

Costs of operation today are generally higher than they were in 1912. This does not only apply to the operation of country elevators, and is generally recognized.

It may be asked why, if this is so, the tariff charges have remained practically the same to the producer. The answer is

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because working on the average of one year with the other, having the right to feed the grain to its own terminal elevator, and giving consideration to the earning factors of both, the elevators are still able to continue operation without an increase at the country end.

All terminal elevators are not public terminals. Some are private elevators, and they, too, are operated in connection with country elevator lines, and they, too, must receive a constant flow of grain from the country lines.

How do they do this? They have the grain that is bought outright at the country feeders, but many of these private terminal elevators are of large capacity, and this would not be sufficient. They, like the public terminal elevators, are dependent on a larger volume than the purchased grain, and it is provided by Section 140 of the Act that they may (provided the farmer gives his consent in writing by distinct and separate document) unload the grain in a private elevator; and it is through the securing of such consent that they are able to unload the grain in the elevator of their connection, even though it be a private terminal, and when doing so the weight and grade are still guaranteed to the farmer. That they can, and do, secure such consent in writing is evidence that it is not the individual farmer who objects to the elevator keeping the grain under its control until unloaded at the terminal elevator at the terminal point selected by the farmer. The Board of Grain Commissioners requires that such consent in writing be deposited with them so that they may know the grain is not being unloaded in other than a public terminal elevator without the consent of the owner.

If this amendment should become law, the whole elevator system will be endangered. The new statute can be used by the pools:

(a) to ruin the terminal elevators erected by private capital.

This can be done by depriving these elevators of pool grain shipped through the country elevators. The quantity of street grain shipped by country elevators to their affiliated terminals would not be enough to pay the costs of operation.

(b) to ruin the country elevators.

This can be done by the pools using the country elevators built by private capital as feeders for pool terminal elevators, and by paying these feeders nothing except the tariff charges for handling and storing—the charges which are universally admitted to be too low, but which cannot be increased without sending the grain over the loading platform.

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7. The farmer's rights under the existing Act.

(a) Platform loading.

The farmer has the right to do without the country elevator altogether, and carlot shippers exercise this right to a considerable degree.

(b) Delivery at the country elevator.

The farmer has the right to resume full control of his carloads of grain at the country point, and to do what he pleases with it at his own risk, like the shippers of other commodities.

(c) Insurance enroute to terminal market.

He has the right to be protected by the country elevator against loss while the grain is on the way to the terminal market, if he does not wish to carry that risk himself.

(d) Terminal market.

He has the right to name the terminal market to which he wishes his grain to be shipped.

(e) Public terminal warehouse receipt.

He has the right to refuse to allow his grain to be shipped to a private elevator, and to demand a public terminal warehouse receipt, if he desires it.

(f) Rights as a producer.

The farmer has the right to a storage ticket from the country elevator. He has the right to stand upon the weights or grades, or both, shown on that ticket. And as all public terminal warehouse receipts are of the same standing, all his rights as a producer are secured to him under the existing Act.

(g) Farmers' elevators.

In addition to all this, farmers have built or acquired country and terminal elevators. In operating these elevators in the past the farmers have shipped grain handled through their country elevators to their own terminals whether the grain was owned by their shareholders or not.

The farmers' companies have interpreted the law just as the other companies have, and they have followed the same practice and operated their country and terminal elevators in affiliation as the commercial companies have done.

8. Effect of the proposed Amendment.

The proposed change is a grave one for the grain trade. It will have a disastrous effect upon the millions of dollars invested in country and terminal elevators.

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It is sometimes said that there are too many country elevators in the west. There may be at some points here and there an excess of elevator capacity. But there was no excess in the year 1915, and there was no excess during the past year. In other words, when the west has a good crop all the existing elevator capacity is utilized; when the west has a poor crop there is an excess of elevator capacity in the country.

It is sometimes said that under the pool method of marketing the farmers need not rush their grain out, that they can spread the shipment over the 12 months, and that under this system fewer elevators would be needed. This is all very well in theory. But there has never been a year in the west in which farmers rushed out a larger percentage of their grain than during the past season between harvest and the close of navigation. Pool members are just as eager to get their advance as non-pool members are to get their price. And except in districts where there was a crop shortage, there was no excess of elevator capacity during the past season. And so long as a large percentage of the grain is shipped east, and so long as transportation by water is more economical than transportation by rail, so long will there be required an elevator capacity in the country in excess as compared with what might be the case under different climatic conditions.

The value of the elevators, country and terminal, affected by this amendment is not less than $85,000,000.00. The proposed amendment can be used to destroy this investment, one of the largest in the Dominion of Canada. In this case it would have a baneful effect upon the future development of Western Canada, and, indeed, of the whole Dominion. What wise man would invest money in Canada if legislation like this should be enacted?

It is submitted that this should not be done. It is submitted that the destruction of this investment, and the lack of confidence that would be promoted in the minds of capitalists generally, would not be balanced by any gain resulting to the producers. It is submitted that the rival systems of marketing should be allowed to compete, that no statutory favor should be given to either, and the result reached by fair commercial competition. It is also submitted that the elimination of one of these competitive systems by law before its competitor has been finally tested would be a fatal thing for the producers themselves.

9. The amendment is sought by the Wheat Pools as a statutory weapon against competitors.

A marketing system, called the pool system, is being tested in Western Canada. It is still in the experimental stage. Farmers have the right to try any method of marketing they

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please, and if in the pool method they have found a better system of marketing they will succeed without the aid of special legislation of this kind.

The pool system is competing with the old, and time alone will show which is the more efficient, the more economical and the more profitable for the producers and the country at large. It is the contention of the grain trade that in this competition parliament should give no special privilege to either side; no privilege that would enable one side to destroy the other on lines that are not fairly commercial and competitive.

This amendment would give a special statutory privilege to the wheat pools. It would give the managers of the wheat pool a statutory weapon with which they could inflict great injury upon their competitors, and upon the large mass of private capital now invested in the grain trade. And it would give to the pools such a weapon without at the same time the slightest assurance that the result would be in the interests of the producers of grain.

10. Do the Pools need this amendment?

It is certain that the pools did not ask the Royal Grain Inquiry Commission for this amendment. It is equally certain that they have claimed success for the pool system of marketing grain even though this amendment has not yet become law.

The pools have been able to secure a large number of signatures from farmers to the pool contract, and a large volume of wheat from the farmer signatories, and have done these things without the assistance of any federal legislation discriminating in their favor and against the grain trade.

Doubtless, the managers of the pools would welcome the amendment that was suggested by the Board of Grain Commissioners to Mr. Justice Turgeon. What managers of any company would not accept legislation in their favor, and legislation with which they could destroy competition?

The official organ of the United Farmers of Alberta, namely, The U. F. A., in its number dated February 15, 1926, publishes an address given by Mr. H. W. Wood, the President of the United Farmers of Alberta, at its last annual convention. It would appear that some of the members of the Alberta Pool were in favor of the pool building or acquiring country elevators. In the address referred to, President Wood dealt with that proposal. The

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following extract is taken from his address: "But no pool in the world has ever had fairer treatment from elevator companies in handling the pool wheat than we have had in Alberta."

Apparently Mr. Wood is thoroughly satisfied with the treatment the pool has received in Alberta from the elevator companies, so satisfied with that treatment that he is opposed to the Alberta Pool acquiring elevators of its own; is of the view that if the Alberta Pool spends 5 or 10 or 15 million dollars for elevators, operates them, floats bonds and creates an immense debt, the very existence of the pool will be in such doubt that, so far as he is concerned, he will refuse to act as chairman.

Yet the contract made by the Alberta Pool with the elevator companies is the same as the contracts made by the Saskatchewan and Manitoba pools with the elevator companies in those provinces. The elevator companies do the same work for the pools throughout the three provinces. and give as fair treatment in the other two provinces as Mr. Wood says they gave in Alberta. In accordance with these contracts the elevator companies handle the pool wheat shipped to them until that wheat reaches the terminal market. They do so under the instructions of the pool. And they finance the pool wheat from the country to the terminal point. It is the elevator companies that borrow the money from the banks for the handling of pool wheat through their elevators, that give security to the banks for these loans, and that do the work on the pool wheat until it reaches its market. And so well have they done their work in the main for the pool that Mr. Wood stated that no pool in the world had ever receiver fairer treatment from elevator companies in handling pool wheat.

Mr. Wood referred to critics or opponents of the Wheat Pool as follows:

"Now I know the other fellows, too, and how irritating some of them are. I thought for a long time that these people were acting more foolishly than any people I had ever seen in my life, because they are going to drive the Pool, if they keep it up, into premature elevator development. But lately I am beginning to think that perhaps there may be method in their madness. If they can get us to spend five or ten or fifteen million dollars for elevators, and take the responsibility of operating those elevators, float bonds, create an immense debt, and then increase that debt by building terminals, and then make the real fight against the Pool when we are in financial embarrassment—I am not

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sure that they are not wiser than we have been giving them credit for. And it would look like they are getting assistance from farmers who jump at conclusions.

"Now, gentlemen, we are dealing with things the magnitude of which is almost beyond our conception. Are we big enough to take the responsibility that we have assumed in this work? If we do, we will have made a record that will go down in history just as long as there is a history to read and a man to read it. We can destroy this work, this effort, a hundred times more easily than we can continue to construct. It is no trouble to destroy; but what the Wheat Pool Board is trying to do is to construct, to carry on in a practical way, to do first things first, and do other things when the proper time comes. And if you want a Board that will pay no attention to these things, and say: 'Here, we are going to have this thing perfect in a year or two, and have things done that are the nearest to us, no matter what the cost is,' I think you are going to have to elect a new Board right down to the last man. But I can answer for one thing absolutely: You dead sure will have to have a new chairman."

In another part of his address Mr. Wood refers to the matter of grading as follows:

"Now, they have given reasons why this should be done immediately. 'We are not getting the right grade on our wheat'—that is one of the reasons. And if there is any of them that I don't name, I hope you will draw my attention to them. Another reason given is that the elevator companies are 'offering higher grades on the non-Pool wheat.' And it is costing us (I believe this was given as a reason) 'too much to handle our wheat through the elevators.'

"Well, in regard to getting the right grade on your wheat: You have exactly the same protection, right now, under the present system, in regard to your grades, that you will have after the Pool builds elevators. Just exactly. And you won't have any more protection against the companies' over-grading wheat than you have now. So where does the solution of this problem come in, so far as these things are concerned?

"I want to give you another illustration: You think you are going to be perfectly satisfied with the grade that the Pool will give you at its local elevators. Now you have had a company of your own for the last twelve years. Have you always been better satisfied with the grade that you got from that company than you did from the others?

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(Delegate: Do you mean the U.G.G.?) It is your company, just the same. Now, at the present time the elevator companies are a buffer between the Pool and members that don't fully understand what is involved; but when we build our own elevators, we have got to take that grief, standing or lying. Now, gentlemen, that is not a solution of our problem."

When Mr. Wood was giving this address the statute was in existence which the present amendment proposes to change. Can it be said, then, that the pools need this change in order to compete with the trade? Doubtless, as stated above, the pool managers would welcome any legislation that would enable them by statute to hurt their rivals. But surely it cannot be argued, in view of Mr. Wood's statement, that the pools need this legislation in order to compete with the trade.

In their contract with the farmers the pools have provided that they can accumulate a fund for the building or acquiring of elevators from the price of the wheat, at the rate of 2 cents per bushel. From every 100,000,000 bushels that they handle they accumulate a building fund of $2,000,000. They have, therefore, more money at their disposal for the acquiring of elevators than anybody else. They have already some terminal elevators, and the Saskatchewan and Manitoba pools have also country elevators. This method of acquiring money puts them at an advantage as compared with private capital. They need no financial assistance. They need no discriminatory legislation. And if the proposed amendment becomes law it will place in their hands a statutory weapon which they do not need, but which can be used simply for the destruction of their competitors.

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MEMORANDUM in connection with a Bill to amend The Canada Grain Act, introduced by Mr. M. N. Campbell, M.P.

(a) The Canada Grain Act has been subjected to periodic revisions usually following a royal commission to inquire into the state of the trade. The Act was thoroughly revised by the session of 1925, after being several weeks in the Agricultural Committee, where representations were heard. It is now sought to amend the Act, which was so revised last year.

(b) This particular amendment was considered, and was rejected by the Agricultural Committee in 1925, when the Grain Act was revised. It was rejected after a full discussion, and the clause which is now in the Grain Act as Section 150 was adopted by a vote of thirty-four to thirteen. (See printed proceedings of Select Standing Committee respecting Bill 113, an Act Respecting Grain, June 16th, 1925).

(c) It was rejected by the House of Commons in 1925.

The proposed amendment was debated at length in the House of Commons when the report of the Standing Committee was considered on June 23rd, 1925, and this amendment was rejected by a vote of sixty-two to forty.

(d) The Board of Grain Commissioners report that there has not been a single complaint since the 1925 revision against this clause, as it was then enacted.

(e) The Grain Act, as revised in 1925, took away no rights which the shipper previously had.

(f) This clause, which has been in the Grain Act for many years, was never attacked before the Royal Commission, known as "The Turgeon Commission," although sittings were held all over the western country, and that commission made no finding or recommendation with respect to the same.

(g) In the draft bill last year this proposed amendment arose through a suggestion of the Board of Grain Commissioners, who wanted to make it clear that the shipper could designate the terminal point to which his grain was to go. They never intended to recommend anything more than that, and this is shown by the language of the members of the board in the discussion before the Committee last year, which is as follows:

"MR. BOYD: Mr. Chairman and gentlemen, the Board of Grain Commissioners takes responsibility for this amendment. If you will notice, the old section read, 'If either party so desires'. The Board itself was unable to comprehend just exactly what that meant, and we

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could not find anybody else who did. It was a very indefinite and uncertain wording, and during the early part of this year the Board had some difficulty in obtaining the right we thought the farmer had, of shipping his grain to Vancouver. The Board introduced this amendment for that purpose and that purpose alone, to see that a farmer could ship his car either to Vancouver or Fort William, just as he pleased. That was the object of the Board in suggesting that amendment. Now, the country elevators have certain rights in all these affairs, and the Board is satisfied that the amendments as suggested through Dr. Magill are quite satisfactory and will give to the farmer now what the Board thought he was entitled to.

MR. ROBINSON: Mr. Chairman, I just want to say that I endorse what our Chairman has said. I believe that the amendment is better than the draft of the Bill. I do not believe any party will ever gain by committing an injustice on another party, and I feel certain that if that is left as it is, the country elevator will suffer and the terminal elevator will suffer. This proposed amendment does not take away the right of the producer of grain to say to what terminal point it should be shipped. But there is something more which I would like to emphasize and that is that it will go to a public terminal, according to this amendment, unless the farmer or producer of the grain wishes to make a bargain under Section 141 and ship it to a private elevator. I would strongly endorse the amendment as proposed."

From the above you will see that the Act as it stands is what the Board wanted, and what they say is fair and just.

(h) The ordinary duty of a warehouseman is to return the goods stored to the owner at the place at which he receives them. Because of the necessity of the system which the Government set up in The Canada Grain Act and in order to move the crop in season, the warehouseman was required to do something far beyond the requirements of an ordinary warehouseman, namely:—He had to deliver at the place where received the goods warehoused with him, or he had to deliver them at a public terminal elevator many hundreds of miles distant from the point at which he received the goods.

When the warehouseman was required to undertake this extraordinary form of responsibility, it was said to him: The system requires you to do this, but we will give you every opportunity of protecting your interests by giving you custodian's rights over the property until it reaches a public terminal elevator, but when it reaches there, you must give the owner a warehouse receipt from

a public terminal elevator for the same grade and amount of grain as you received in the country. You will be able to inspect the cars, trace losses, pursue the railroads, and thus minimize your responsibility and the grain will be taken in at any public elevator which you may select. We are imposing a considerable duty upon you, but we are giving you these rights in order that you may protect yourself as far as possible against those extraordinary duties.

(i) Under this system private capital was induced to invest to take care of the handling of the grain crop, and private capital is invested in a sum not less than $85,000,000. The result of the proposed legislation would be to place in jeopardy, if not to actually confiscate, the property in these investments entered into under and by reason of the system set up by the Dominion Government.

(j) There are now two systems of handling grain: one by the pool system, and the other by a system of private ownership. The private owners are prepared to compete on even terms, but this legislation destroys fair competition. It places an instrument in the hands of their competitors which can be used to utterly destroy these private interests.

(k) Mr. H. W. Wood, President of the U.F.A., in addressing that body on February 15th, 1926, said among other things: "No Pool in the world has ever had fairer treatment from elevator companies in handling the pool wheat than we have had in Alberta."

The Board of Grain Commissioners say that the present clause sought to be amended had been productive of not a single complaint.

The shipper can take his grain at the place where he delivers it to the warehouseman, and send it wherever he wants. He has absolute control of his own grain. It is now proposed to take the power to divert all this grain from public terminal warehouses to pool houses, and hold his competitors liable at those houses for the weight and grade given in the country hundreds of miles away.

Under these circumstances, the only apparent object of such legislation is to obtain an unfair advantage against the private companies, and thus destroy their earning power so that they can be taken over at the will of the pool. Whether this is the object or not, the power is there, if this amendment passed, with the result that private investment is discouraged; the most efficient system in the world of handling grain, in vogue for so many years, is overthrown; and all this without a single abuse being pointed to which requires remedy.

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On train, July 27th., 1926.

Dear Sir,

I thank you very much for your letter of 21st with the enclosures which I have read with much interest.

The minister of Trade and Commerce is now the Hon J. D. Chaplin. You can depend on him to spare no effort to deal fairly with demands for all concerned in our wheat traffic. I intend to keep personally in touch with him on these matters.

With best regards and hopes to see you in the West.

Yours very truly

R. M. Mahoney, Esq
9th Floor, Electric Railway Chambers
Winnipeg, Man.

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Ottawa, July 23, 1925

Dear Sir:

Your letter of the 21st instant reached Ottawa after Mr. Meighen had left for the Maritime Provinces. I am acknowledging it so that you may know it reached here, and shall send it on to the Prime Minister immediately.

Yours faithfully,

Private Secretary.

R. M. Mahoney, Esq.,
9th Floor, Electric Railway Chambers,
Winnipeg, Manitoba.

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9TH FLOOR ELECTRIC RAILWAY CHAMBERS

WINNIPEG, CANADA

TELEPHONES
A 7821
A 7827
A 7828
A 7829

July 21st, 1926.

Hon. Arthur Meighen,
Premier,
Ottawa, Ontario.

Dear Mr. Meighen:

At the request of Mr. Hoey, I am enclosing herewith copy of a letter received by him from Hon. H. H. Stevens, and a copy of my reply thereto. You will notice that these communications deal with the delivery of grain by elevator companies to the Pool, in accordance with the contract we have with them.

Mr. Hoey and myself both felt that you would like to have this information in your possession during your Western tour, as the matter is almost certain to be brought to your attention by Pool Members. I may add that this condition goes a long way to explain why the farmers are so insistent in their demands for the Campbell Amendment to the Canada Grain Act.

Mr. Hoey and I both hope to see you on your way West, and I trust you will bring with you that genial Irishman, Manning Doherty, whom I had the pleasure of meeting last year.

You probably do not recall ever having met me. However, I met you in Ottawa in 1920, when I was down on quite a different mission than I might be down on today. At that time I was President of the Calgary Grain Exchange, and was sent to Ottawa as part of a delegation to ask that the Wheat Board cease to exist. I afterward met you in Calgary for just a minute, with the Hon. J. E. Bennett.

Please, today, accept my assurance that I am not only willing but anxious to give you, any of your Ministers or Members, at any time, any information that I can which will help you in solving any problems you may face in connection with any legislation which pertains to the farmers' problems in the West in regard to grain

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MANITOBA CO-OPERATIVE WHEAT PRODUCERS LTD. 051350 SHEET 2

Hon. Arthur Meighen. July 21st, 1926.

handling, or the grain trade.

With kindest personal regards and confidentially, (I naturally can take no part in politics in my position), wishing you all success in the coming contest.

Yours very truly,

Manager.

RMM'GM.
Encls.

I started in Canada at Carmangay Alberta where a student of yours A B Hagg was practising

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COPY.

Minister of Customs & Excise,
Canada.

Ottawa, 3rd July, 1926.

R. A. Hoey, Esq.,
The Chateau Laurier,
Ottawa.

Dear Mr. Hoey,

Following the conversation which I had with you this afternoon, and having reference to the legislation known as the Campbell Bill, which the unexpected dissolution of Parliament prevented from becoming law, I would be much obliged if you would submit to me a brief statement of the irregularities which you allege to exist prejudicial to the rights of the operators of the Grain Pool. Upon receipt of this I will give it my careful study, and, as far as I am able to do it within the powers of The Grain Act, I will give the necess ary instructions to the Board of Grain Commissioners to see that all rights are carefully conserved, and that even-handed justice is dealt out to all in the application of the terms of The Grain Act.

Sincerely yours,

"H. H. Stevens",

Acting Minister of Trade & Commerce.

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July 7th, 1926.

Mr. H. H. Stevens,
Acting Minister of Trade & Commerce,
Ottawa, Ont.

Dear Mr. Stevens:-

Mr. Hoey has turned over to me your letter of July 3rd, wherein you request a brief statement of the irregularities which we claim exist prejudicial to the rights of the operators of the Grain Pool. Knowing you are very busy, I shall make this as brief as possible and still attempt to give you the information that I assume you wish.

Pool grain is taken in by country elevators owned and operated by line or farmer owned companies under three classes: (a) Cash Ticket Grain; (b) Graded Storage; (c) Special Bin. It is to the advantage of the Pool as a whole to have their grain shipped from the country elevators to the Head of the Lakes promptly, due to the fact that export sales can only be made on grain that is available for loading into boats. It is dangerous to sell grain for shipment on the Lakes unless you are sure that you will have the grain at the Lakes to take care of the boat space which has been booked; as a consequence, we ask that Pool grain be forwarded as soon as possible by these elevator companies.

On what I termed above 'Cash Ticket Grain', the grain firms make the initial advance direct to the farmer at the point of delivery, starting immediately to assess the Pool 1¢ per bushel per month carrying charge on this grain until such time as it has been delivered at Port William. This gives them an earning, and if it is to their advantage to ship their own grain forward for any premium that may exist and hold our grain back, they have accomplished a two-fold result, viz: they have secured a premium on their own grain, and they are earning a carrying charge on our grain. The result as far as we are concerned, is naturally just the opposite: we have

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Mr. H. H. Stevens. July 7th, 1926.

lost the premium, and are paying a carrying charge. What we ask is that our grain be shipped in turn with non-Pool grain.

On Special Bin or Graded Stored Pool grain, the result is the same except that the grower himself pays the carrying charge on carload lots until they are delivered, but the grain company gets the earning and the Pool loses the chance for a premium.

As an example, let us take the market of December 9th, 1925, just before the close of navigation: wheat for delivery during the month of December, or what is termed 'December Wheat', was $1.60¾ Fort William. Spot wheat, meaning wheat unloaded in Fort William on that date, was $1.64¾, which meant a premium of 4¢. This due to the fact that navigation was about to close, boat space had been booked, water freight rates are cheaper than rail freight rates, and the buyer could afford to pay this premium to get the grain to the seaboard by water and store it there, rather than to buy the grain at a later date for 4¢ less and pay a greater rail freight rate during the winter to get it to seaboard.

What, naturally, would be the net result in a case like this? Assuming that a man is a good manager of a line company -- most of them are, and you or I would probably have been tempted to do the same thing -- he would very likely claim any grain that might have been delivered to the Head of the Lakes during this premium period as their own grain, while grain that arrived on the following Monday, December 14th, when the premium had been reduced to ½¢, would probably be Pool grain.

Or, go still further and you will notice that on December 14th wheat for December delivery was worth $1.48, while wheat for May delivery was worth $1.52, which means that a carload of grain unloaded by a grain company, if it belonged to them, could be sold at either price. The December price of $1.48 would mean that they would get their money immediately, earn the interest and save storage; or, it could be sold that same day for May delivery at $1.52, thus

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Mr. H. H. Stevens. July 7th, 1926.

giving them an earning of 4¢ per bushel. However, in the latter case they would have to pay storage of 1¢ per bushel per month for the months of January, February, March and A pril, as well as half of December, which would be 4½¢; also, they would be out the interest on their money, so that they could not afford to hold the grain. But if they were to use the grain that was still back in their country elevators to cover Pool purchases, they would have an earning in their country elevators of 1¢ per bushel per month carrying charge from the Pool, which would amount to, probably, 5 or 5½¢ per bushel from the middle of December until the middle of May or the first of June, when they would get it unloaded. In this event they would have again doubly injured us by stopping us from getting $1.48 and making us pay the carrying charge, which would mean a loss of from 1 to 2¢ per bushel.

Occasionally, to a man who is not in the grain business, the answer comes: "You orderly market your grain anyway; you have got to hold some of it back, so what do you care where it is?" That is all wrong from the standpoint of assuming that we do not care where it is, as we care a lot about where it is. If we can get the grain down before the close of navigation we can put it across to the ocean ports and have it available for shipment any time during the winter, saving the high rail freight rate, whereas if it is back in the country it cannot be sold until it gets to Fort William and goes down the Lake or is shipped all rail at, as mentioned, a high freight rate; plus the fact that we can sell options if we do not want to sell actual grain, or we can sell more actual grain than we want to at some specified time, if the premium is good, and buy back options for a later delivery date.

It is also difficult to, at times, prove exactly where we are at with some of the line companies. They control the shipment of the grain, the loading of it and also the delivery of it to us at Fort William or Port Arthur. However, one thing we do know is that when premiums are good our deliveries fall off and when premiums are poor our deliveries pick up.

I have statements in the office, copies of which I could give you, that have been sent to var-

KEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

PUBLIC ARCHIVES
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CANADA

Mr. H. H. Stevens. July 7th, 1926.

ious grain firms showing that they have not given us our fair proportion of deliveries, and we have in some cases penalized them for it. I could give you a copy of a long statement that we submitted to the United Grain Growers (this is necessarily confidential) showing their failure to live up to their agreement, which statement they have never questioned, nor have they attempted to prove that our statement was wrong and their deliveries were made in keeping with their written agreement.

Keep in mind at all times that the Pool, although a farmers' co-operative organization, is still a business organization, not only attempting to sell grain at the highest possible market levels, not only attempting to stabalize prices and raise price levels, but also attempting to secure for the grower that extra cent or two cents, or five cents per bushel premium that occurs at various times during the year. This is not merely an organization that looks at the Fort William price and says, "This is a good day to sell a lot of wheat" -- it is a business organization that is endeavoring to get, not only that day's price, but that day's premium, as well as to make a saving in lake and ocean freight rates, due to volume.

It is possible, in fact very probable that you will be coming West during the summer or early fall. If you do, and can spare the time to stop off at Winnipeg, I shall be very glad to see you and talk with you. I am sure that I could show you things much more clearly than they can be written, as it is pretty difficult to go into this matter fully without giving you such a long memorandum that it would become cumbersome and take up too much of your time.

Assuring you that I shall always be glad to give you or any of the members any information I can which might assist you in deciding the merits of any legislation that pertains to the Grain Trade, and with kindest personal regards, I am,

Yours very truly,

"R.M.Mahoney",

RMM/DC. Manager.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 36)

PUBLIC ARCHIVES
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CANADA

MEMORANDUM FOR MR. MEIGHEN

051356

160

RECOMMENDATIONS OF COMMISSION ON LAKE GRAIN RATES.

Railway Commission, or some other commission with assistance of advisors and exports to have supervision of rates between Canadian ports.

Vessel operators to file maximum rates with such body.

Commission, if not approving rates files, shall prescribe reasonable maximum rates.

Provision for alteration of rates to suit different portions and conditions of shipping season.

On report of commission having power of supervision over rates Governor-in-Council to have power to suspend coasting regulations to enable American vessels to carry grain.

No vessel broker or agent chartering vessel space east from Port Arthur or Fort William to act in any way, to accept commission or premium, on out-turn insurance.

Detailed statement of space, date of shipment, and destination for carraige of each grain charter entered into each day to be afforded grain dealers.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

Grain lake rates

Nov. 3, 1922.

What Farmers

Transmitted by Mr. Meighen.

Copies to be sent to H.H. Stevens, W.G. McQuarrie, C.H. Dickie, J.R. Wilson, Saskatoon, W.H. Dennis, Halifax, J.B.M. Baxter, J.C. Hodgins, Brampton.

051857

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051358

Ex Manitoba Free Press Mon. Oct. 30, 1922.

WHAT THE FARMERS ARE LOSING.

Recently attention was called to the gratifying fact that already on the movement of grain from the west to the head of the lakes, the farmers had saved $8,000,000 by the reduced freight rate and would probably save $25,000,000 on the crop. This is very good news, but it is sadly offset by what the farmers are losing on the simply murderous rates which are being charged on the lakes this season and the fact that already shippers are being obliged to adopt the slower and more costly method of shipping all rail, fully six weeks in advance of the time when this method of shipping usually becomes necessary.

Already some fifty-five millions of wheat alone have been moved from the head of the lakes and the loss to the farmers by excessive lake freights is at least 3¢ per bushel, or $1,650,000, and probably some 21,000,000 bushels of this has been moved from lower lake ports to seaboard at an excess over ordinary rates of about 8¢ a bushel, or $1,680,000, or up to date the farmers of the west have lost through these iniquitous rates approximately $3,330,000, and may well stand to lose all, or more than all, they hoped to gain from the lower rates from the west to lake head.

Much at least of this loss might have been avoided by the suspension of the coasting laws and in this connection it is very interesting to note how easily the coasting laws were suspended in 1912 and 1913, and how entirely the government appears to have lost power to do so in 1922.

It will be remembered that the threshing season of 1912 was most unfavorable and very early in that fall it was realized that it would be impossible to get the usual

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percentage of wheat east of the lakes before navigation closed, and that additional storage at the head of the lakes would be most essential.

The head of the Board of Grain Commissioners took the matter up with the Minister of Customs and the Minister of Customs agreed that the proper thing to do was to permit American vessels to load for storage at the head of the lakesw with the understanding that they would be permitted to unload at lower Canadian lake ports the following spring, with the single exception of Port Colborne, which was reserved for unloading for boats of the Canadian fleet.

Parliament,was not consulted, the Cabinet did not meet to consider the matter. The officials charged with the important duties of guarding Canadian commerce in her big staple product laid before the Minister of Customs the needs of the case; he at once saw the wisdom of the proceeding and the coasting laws were suspended, and from that day to this no one had heard of an objection to what was done. By this action 10,000,000 tons of American storage was made available thereby materially relieving a very serious situation in regard to storage, and on April 24, 1913, the first 18 vessels of the fleet of 54 that wintered as storage board at the head of the lakes, to sail, were American vessels and several of them were bound for Canadian ports.

Not only did the Minister of Customs and the Minister of Trade and Commerce agree to suspend these laws to meet an urgent case and save the farmers from loss, but the customs regulations were further suspended to permit an American barge with a big dryer on board to come in duty free to the upper lake ports and to operate for weeks at the work of drying Canadian grain.

It is passing strange that members of a Conservative government with its tenacious, clinging to protection in

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all forms should, when the needs of the country demanded, find themselves able to suspend coasting and customs laws for the benefit of the country, while a Liberal government with its traditions of Free Trade and reciprocity finds it quite impossible to suspend these laws at a time when the country is in such dire need, farmers are losing millions in excessive rates, movement is congested and much of the wheat cannot possibly reach seaboard before navigation closes.

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CANADA

051361

COPY

BOARD OF GRAIN COMMISSIONERS FOR CANADA

Fort William, Ontario,
September 11th, 1923

File No. 1316

To Steamship Companies and Vessel Brokers
or their Agents:-

Gentlemen -

Re Inland Water Freight Rates Act, 1923

Section 3 provided that - "Any shipping company .....who carries ..... grain ..... between Fort William or Port Arthur and any other port or place in Canada or the United States by lake or river navigation shall, before entering into any contract for such carriage, file with the Board of Grain Commissioners for Canada a tariff of the rates which such company proposes to charge ....."

Section 6 provides that "Every vessel broker shall post up or cause to be posted up in ..... the office of the Board of Grain Commissioners at Fort William a statement showing in detail the cargo space, time for shipment and destinations of all grain for which he has contracted or chartered space during the previous day."

In connection with these provisions you are hereby advised that after going thoroughly into the matter in the light of present trading conditions, the Board realized it is not always possible for a shipping company to file a copy of the tariff before entering into a contract for the carriage of grain. All shipping companies will, however, be required to file tariffs or copy of the charter covering the cargo of each individual vessel, unless a tariff has already been filed covering the vessels of any particular company for the season or portion thereof.

For the present the Board would prefer that when filing copies of charters for individual vessels a form similar to the specimen enclosed be followed by all shipping companies, in order that the Board may be fully informed regarding all conditions which enter into or form part of a contract and therefore have an influence on the rate charged.

As regards section 6 you are advised that a Board has been fastened on the wall of room 306 Grain Exchange - an office of the Board - whereon vessel brokers or their agents can post up details of space chartered. The Board cannot assume the responsibility of doing this posting and thus acting as the agent of the vessel brokers. It will therefore be necessary for vessel brokers to arrange with someone locally to do the posting for them.

Yours truly,

F.J. RATHBONE
Secretary.

EAU/MD.

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CANADA

COPY

051362

SPECIMEN OF TARIFF OF CHARTER

TO THE BOARD OF GRAIN COMMISSIONERS FOR CANADA
FORT WILLIAM, ONTARIO

(Copy of this document is filed with the Winnipeg office of the Board of Grain Commissioners.)

Pursuant to the Provisions of the Inland Water Freight Rates Act, 1923 - the ..... hereby files with the Board of Grain Commissioners, provisional tariff covering shipment of approximately ..... bushels of ..... on the Steamer "Martian" - from Fort William and/or Port Arthur for ..... - at a rate of freight of ..... ( ) per bushel on WHEAT - or .....( ) per bushel on BARLEY. This Steamer will be ready to load abbut.....

The Carrier is to be paid freight charges on quantities shown on Bill of Lading.

.x. Unless the grain is completely loaded into this steamer within ..... ( ) hours after it reports for its cargo, a demurrage charge on each and every bushel of the cargo to be loaded is to be paid at the rate of one-half cent (1/2¢) per bushel, for each day or fraction thereof that the vessel may be delayed in completely loading after the said ..... ( ) hours.

.x. Unless the grain is completely unloaded from the vessel within .....( ) hours after its arrival at destination, a demurrage charge on each and every bushel of grain carried in this steamer is to be paid at the rate of one-half a cent (1/2¢) per bushel for each day or fraction thereof that the vessel may be delayed in completing unloading after the said .....( ) hours.

The vessel is not to be responislb e for any shortages of cargo in excess of the value of one-quarter of a bushel per one thousand (1,000) bushels on the entire cargo when it is unloaded, and is not to receive any overage.

This tariff does not apply to grain carried locally to be ground or consumed in the Peowince of Ontario, being the Province in which the shipment originates.

This tariff may be changed, amended or varied at any time, without notice, provided that a copy of such change, amendment or variation is filed with the Board of Grain Commissioner for Canada.

Dated at _____ _____
Steamship Company

_____ 192.. Per _____

.x. (NOTE - This specimen form is to be considered as a suggestion only, embracing the principal clauses regarding which it is considered necessary to have the facts.
If demurrage, or any other item, does not enter into the contract it should not be shown on the copy of charter filed.)

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051363

Ottawa, Ont. Setpember 25th. 1923.

Dear Sir:

Your letter of September 20th., together with enclosures with reference to the Inland Water Freights Act, arrived during Mr. Meighen's absence in the West. Immediately upon Mr. Meighen's return to Ottawa, I shall place your communication before him.

Yours faithfully.

Private Secretary.

Captain J. E. Foote,
64 King Street, East,
TORONTO, Ont.

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CAPTAIN J. B. FOOTE
MARINE INSPECTOR
AND SURVEYOR
HULL AND CARGO LOSSES
SURVEYOR TO
THE BRITISH CORPORATION REGISTRY

051364

64 King St. East,

TORONTO, CANADA September 20, 1923

Honourable Arthur Meighen,
Parliament Buildings,
OTTAWA, Canada.

Dear Sir:- Re. Inland Water Freight Rates Act, 1923:

Herewith enclosed find Newspaper clippings taken from the "Cleveland Plain Dealer" and the "Toronto Mail" which indicates that this Act passed by the Government at Ottawa and became effective on or about August 1st, is not functioning to the satisfaction of the framers of the Act.

Briefly, the Act was intended to correct certain alleged ills in chartering of vessels and insuring their cargoes of grain, and also to discipline Canadian Vessel Owners if they charged excessive rates even to the extent of abrogating the Canadian Coasting Laws.

In view of the fact that the American Vessel Owners will not comply with the statute and file a tariff, Mr. Leslie Boyd, Chairman of the Board of Grain Commissioners has made two visits to Cleveland trying to induce American Vessel Owners to comply with the statute (although in a greatly modified form from that which was first intended).

It is surely a pitiable sight to see a responsible Officer of the Canadian Government appealing in person to American Vessel Owners to comply with one of our Canadian statutes and to in effect tell them, if they will only come we will make the compliance as easy as possible.

Note copy of the enclosed circular, which if it has any force and effect nullifies the statute.

Under existing conditions the Canadian Vessel Owner is not hurt. Grain cargoes are becoming plentiful and rates are high and the Government authorities dare not presume to control them otherwise, the Vessel Owners will ask for a demurrage Clause.

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On the other hand, the freight movement of grain from the West is badly interfered with and big exporters like James Richardson & Sons Ltd., Melady & Co. Ltd. and James Carruthers, will all say the Law is a foolish one and should be scrapped, otherwise, if the American Vessel Owners do not come in to carry out part of the crop by way of Buffalo there will be a lot of grain left in the Farmers' hands this winter.

Incidentally, with the threat to abrogate the Canadian Coasting Laws no Owners will take on the construction of a 10,000 ton type of Lake Grain freighter, hence, the shipyards at Port Arthur, Collingwood and Midland are only doing repair work.

In my opinion, if you follow the ramifications of this Act closely; what it was intended to do and what it has failed to accomplish and the undignified position it places the Government in, you have, I think, splendid ammunition to make the weakest Government that Canada has had since Confederation, look decidedly foolish at the next session of Parliament.

Yours very truly,

J. B. Foote

JBF/D

Enclosures

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

Toronto Mail
Sept 21/23

SITUATION ON LAKES SERIOUS, SAYS MAGILL

Winnipeg Shipping Interests Also Predict Grain Blockade.

Special to The Mail and Empire.

Winnipeg, Man., Sept. 20 —With reports from Cleveland that the effort of Chairman Boyd of the Canadian Grain Board to induce U.S. lake shippers to compete for grain traffic had utterly failed, predictions were made by shipping interests here that a big congestion of grain on the lake route is imminent. From the Cleveland conference reports are to the effect that U.S. shippers continue to refuse to consider the rule made by the Canadian Government which requires every line loading at the head of the lakes to file its tariffs. Dr. Magill, secretary of the Winnipeg Grain Exchange, to-day asserted that he feared a serious blockade if this condition continues with the present facilities for movgrain down the lakes.

GRAIN EXPORTERS' VIEW.

Think Crop Will Be Moved and That Undue Anxiety is Needless.

Canadian Press.

Montreal, Sept. 20.—Conflicting opinions are current in Montreal today as to the probable congestion in the movement of the western grain crop, resulting from the final refusal of the American great lakes vessel owners to compete in the Canadian grain carrying trade while the tariff filing regulations of the Inland Water Rates Act are continued in existence by the Canadian Government. That the entire Canadian owned fleet would not only be able to move some eighty million bushels, leaving an exportable surplus of approximately 100,000,000 bushels either at the head of the lakes or in western elevators, unless the Government relaxed the regulations, was the opinion expressed by operators of Canadian lake carriers. On the other hand, grain exporters tend to the opinion that the crop will be moved and that there is no need of undue anxiety.

The Inland Water Rates Act with which the American vessel operators refuse to comply, thus shutting themselves out of the Canadian trade, was enacted at the last session of Parliament and provides that vessel owners operating from Canadian lake ports must file their tariff schedules with the Canadian Grain Commission. The managements of the American lines at a meeting in Cleveland yesterday definitely refused an offer from Leslie Boyd, K.C., chairman of the grain commission, and which was understood to contain certain concessions in favor of the Americans if they would again [illegible] the Canadian field.

051366

RECORD FILMS, Series 3 (R.G. 26, I, [illegible])

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051367

MARINE NEWS

First Boats Placed for Canadian Grain Report for Cargoes

Most of Vessel Men Will Not Charter Under New Grain Rates Act.

BY GEORGE V. CALLAHAN.

Grain shippers were in the market for tonnage yesterday but no charters were reported. From Lake Michigan ports to Buffal 2½ cents was bid on small cargoes and there was some inquiry at Duluth for late September loading at that figure. The Canadian shippers have lined up some capacity under the new grain rates act at 4 cents for September and 4½ and 4¾ cents for October but, according to reports, the amount of grain that has been covered is small. The first boat to report for a cargo that was placed under the new act started loading Saturday and another Cleveland steamer was waiting for orders yesterday at Fort Williams. Most of the vessel men have turned down all offers on grain under the new act.

Following receipt of copies of the Canadian grain rates act by the various vessel managers and a telegram from the grain commissioners asking the views of the United States managers and after Mr. Boyd, chairman of the commission board, came to Cleveland, a group of vessel managers got together informally to gain some understanding of the act, and on Aug. 15, after going over the act, a telegram was sent to the commission as follows:

"Informal meeting held today and for reason that our ships operate as private carriers engaged in the competitive business of transporting ore, coal and stone, with occasional grain cargoes, the prevailing opinion is that the action of the dominion parliament has removed your grain from the class of competitive business subject to free and open competition, which is the only character of business in which the lake bulk freighters of the United States registry heretofore engaged. Under existing conditions the managers do not feel they can comply with the new law, and, of course, will not operate in violation of it."

A circular from the commission, dated Sept. 11, was received last week by all the vessel managers, covering some proposed methods of doing business and another informal gathering was had yesterday, at which the whole matter was threshed over again, with the same result, that almost every manager said that he was willing and anxious to carry any of the grain he had available capacity for, but did not feel that he should be asked by any particular interest to put his vessels in a different character of employment—and conditions utterly subversive of the free, unobstructed, competitive system which has been established by vessel, shipper and allied industries, because it has so fully shown itself the best, fairest and most convenient to all concerned.

The vessel manager says the difficulty is not with him—he is ready and desirous to carry grain which may be offered under the necessary conditions of his business. Now Canada wants his vessel, but would require her to go distinctly out of an established method applicable to all lake carriers many times greater than they have to offer, and so disrupt the whole system.

"Canada," he says, "wants the help of United States boats, but on impossible conditions." They should not invite United States vessels to go outside the only prevailing business they are engaged in. Rather they should offer grain on the usual established terms and methods which have had the sanction of everybody for many years, until this effort to overturn everything.

It is clearly up to Canada, the vesselmen say, to correct the mistake before the pressure comes next month or later and they will have no difficulty about moving the grain at reasonable competitive rates.

The ore shippers are taking some wild tonnage, but cargoes with coal trade are prteey scarce and little chartering is being done. The Lake Erie ore docks handled twenty-five cargoes Saturday and cleaned up in good shape. At 7 o'clock yesterday morning twenty-four vessels were in port, with twenty due by 7 o'clock this morning, and eleven during the next twenty-four hours. Loading was heavy Saturday and Sunday and seventy-six ore carriers sailed from the upper lake ports. An increase was made in stocks of coal over the week-end when the docks dumped 2,922 cars and receipts were 4,927 cars. The railroads had 11,722 cars at the lake front Monday morning, and 2,932 cars in transit. Loading for yesterday was estimated at 2,729 cars.

Cleveland Port List.

ARRIVED—SEPT. 17.

Stmr Eastern States, Detroit, pass, mdse.
Stmr Secandive, Buffalo, pass, mdse.
Prop Mesquite, Cobb, pass.
Prop A. G. Mather, Ashland, ore.
Prop W. G. Mather, Marquette, ore.
Prop Chas. L. Seaver, Duluth, ore.
Prop Marquette, Marquette, ore.
Prop Joe Jones, Duluth, ore.
Prop Bigelow, Islands, sand.
Prop Pongall, Duluth, ore.
Prop Duluth, Duluth, ore.
Prop Flint, [illegible]

ARCHIVES PUBLIQUES
CANADA

The Great Sou
The LEZIUS P
1125 Oregon
CLEVEL
Cherry
Thirty-five years of
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The things that make
right and satisfactory th
The things that in
Printer appear on the
pected charges for alter
The little things that
tant as they are small-
The things that you
once only in your in
them appear correct in
numerous the details-

051367

From the Portlt Mail
Sept 20th 1923

Chief Commissioner Meets U.S. Vessel Owners Again

Canadian Press.

Winnipeg, Man., Sept. 19.—In an effort to secure United States boats for the handling of the grain crop from Fort William and Port Arthur, Chief Commissioner Leslie J. Boyd, K.C., of the Board of Grain Commissioners, is meeting representatives of vessel owners at Cleveland this afternoon, according to information obtained at the Grain Exchange here to-day. It is understood Mr. Boyd has new proposals to make, but the nature of them has not yet been revealed. The United States owners are determined to hold out against the tariff-filing regulations of the new Inland Water Freight Rates Act, according to H. Wolvin, manager of the Standard Shipping Co., who returned from Chicago to-day. "Something will have to give somewhere," Mr. Wolvin said, "or else there will be a terrible jam."

MARINE NEWS.

Contract Boats Are Taking Most of the Ore Business

Special to The Mail and Empire.

Cleveland, O., Sept. 19.—Some wild tonnage is being lined up for ore, but chartering is not very active, as contract boats are getting around pretty fast and are taking most of the business. Loading is heavy, and fifty-two ore-carriers sailed from the Upper Lake ports yesterday. The docks at this end of the route are in good shape. They unloaded thirty-one cargoes Tuesday, and sent 193,156 tons forward to the furnaces.

At seven o'clock this morning, only 13 vessels were in port, with 22 due by seven o'clock to-morrow morning, and 22 during the next twenty-four hours.

Grain Acts Discussed.

Associated Press.

Cleveland, Sept. 19.—The new Canadian Grain Acts was discussed here to-day at a conference between Lester Boyd, chairman of the Canadian Grain Commission, and several vessel owners, but it was said that nothing definite resulted. A suggestion was made that the shippers file the tariffs when the charters are made instead of the vessel owners, but no change was made in the present system. Vessel owners were reluctant to talk about the conference. Mr. Boyd, it was said, returned to his home to-night.

The coal freight market is quiet, and wild cargoes are very scarce. The movement of hard coal has been very light the last ten days, but miners in the anthracite district returned to work to-day, and more tonnage will be wanted in that trade next week.

Record Wheat Shipment.

Canadian Press.

Fort William, Ont., Sept. 19.—The largest day's shipment of wheat this season was made to-day when 1,297,000 bushels of wheat went out on nine vessels, including the big American carrier C. O. Jenkins, with 345,000 bushels. Another United States ship of the same line and about the same capacity, the F. B. Squire, is under the elevator spouts.

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CANADA

051367

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051368

COPY

September 29th, 1923

Our File #405

Mr. Leslie Boyd, Chairman,
The Board of Grain Commissioners,
FORT WILLIAM, Ont.

Dear Sir:-

Following our telephone conversation yesterday and your remark that if Lake Freight rates soared higher serious consideration would have to be given to the question of control. Please note that I have to-day offered one bonafide shipper a vessel now chartered to another bonafide shipper at a rate which if the trade is consummated will net the shipper who now controls the boat 1¼¢ per bushel all of which indicates that his judgment a month ago was better than the judgment of the shipper who is on the market for tonnage to-day, but what I wish to particularly emphasize is the fact that these negotiations are wholly between a shipper who is long on tonnage and another shipper who is short, and the vessel owner with all his alleged faults is not in any sense a party to the transaction.

If this situation obtains in the case above cited it is quite possible that it obtains in a greater degree in other instances. In fact I have heard a rumour that a certain prominent shipper is long on tonnage.

If rates are to be fixed I am quite sure that demurrage will have to be applied. Up to date any charters which I have made have been without demurrage. In other words the vessel owner is doing the gambling on despatch at an open rate but if he must gamble on despatch at a fixed rate he must certainly include demurrage, and I understand that is what the shippers have consistently sought to avoid.

Yours very truly,
MONTREAL INSURANCE & VESSEL AGENCY LIMITED
Per J.B.F.

Note Oct 20/23

JBF/D I know of one case to day where a fourhundred shipper who is long on tonnage has sublet a loading at 1¢ a bushel profit. The Vessel owner is not interested J.

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PUBLIC ARCHIVES
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CANADA

051369

Freight Rates

Ottawa, Ont. October 16th. 1923.

Dear Mr. Foote:

Your letter of the 20th. September awaited, I am sorry to say, until my return to Ottawa for my personal attention.

I thank you very much for sending me the clipping. Your estimate of the situation as to the effect of the Statute of last Session is, in my judgment, entirely correct. You may have observed that I gave a short interview to the press on Monday last virtually to the same effect. I think possibly you could give me some further data as to what has transpired more recently. Have you any evidence that the Act is actually not being lived up to? I am told that it is not, even as applied to Canadian vessel owners. I will be obliged for any data you can furnish.

Yours very truly,

Captain J. E. Foote,
64 King Street, East,
TORONTO,
Ont.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051370

Ottawa, Ont. October 23rd. 1923.

Dear Mr. Foote:

I have your letter of the 19th. instant, and thank you for the information given me therein.

The "interpretation" recently given the Act by the Board of Grain Commissioners, on the instructions of the Government is, of course, no interpretation at all - it is merely a notice to the trade that they may ignore the law of the land. While undoubtedly the law was ill digested and has proven worse than a failure, it is a very serious step for a government to create a precedent of this sort. What the effect will be is still to be disclosed. I would be glad of any information or advice on the subject from time to time that you may see fit to furnish me with.

Yours very truly,

J. B. Foote, Esq.,
Montreal Insurance & Vessel
Agency, Limited,
64 King Street, E.,
Toronto, Ont.

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PUBLIC ARCHIVES
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051371

Montreal Insurance & Vessel Agency

LIMITED

FIRE AND MARINE INSURANCE

64 King St. East,

WINNIPEG
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PORT ARTHUR
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VANCOUVER
VANCOUVER INSURANCE & VESSEL AGENCY LIMITED.
TORONTO
TORONTO INSURANCE & VESSEL AGENCY LIMITED.

TORONTO ~~Montreal~~, Canada October 19th 1923

Our File #405

Hon. Arthur Meighen,
Leader of The Opposition,
House of Commons,
OTTAWA, Canada,

Dear Sir:- Re. Inland Water Freight Rates Act, 1923

Replying to your letter of the 16th inst. I enclose a copy of a circular issued by the Board of Grain Commissioners, together with a copy of a specimen of tariff or charter with the recommend for use.

You will note the third paragraph of the circular specifically states that the filing of a tariff prior to the charter is impracticable and that the Statute may therefore be nullified. Whether or not the Board of Grain Commissioners have authority to override a Statute in this way is another story, but I am reasonably sure that all Canadian Vessel Owners are now posting their rates and the charter conditions when the trade is actually made.

On September 28th I told Mr. Leslie Boyd that he was interpreting the Statute quite liberally, but in the hands of a despotic Board the statute might work a hardship on Vessel Owners when the said Board might undertake to fix rates and interfere with the inexorable law of supply and demand. That is why the American Vessel Owners stay out. They realize they have a few Bolshevik Statesmen at Washington who would not be slow to take cognizance of their willingness to file rates in Canada if they should do so, and then fix rate control in the United States.

In the Fall of 1922 rates soared very high as between Buffalo and Montreal largely because there was a blockade on the United States Railways and a number of exporters who had already bought their grain from the Farmers

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051372

and had it stored at Buffalo and had Ocean space booked or at least commitments made for delivery, made very fancy prices about the end of October for delivery to Port Colborne and Montreal. As a result there have been forty odd canal sized vessels come into the canal trade during the past season with the net result that as of this date it is hard to find a cargo from Buffalo to Montreal that would show more than a very nominal profit even to some of the largest carriers in the canal trade and this situation obtained on the trade route which you will particularly note was not interfered with by the Lake Freight Grain Act. In other words, a normal condition was quickly brought about without Legislative interference.

On the Upper Lakes to-day we have three good shipyards, capable of building 10,000 and 12,000 ton type of lake cargo steamer giving direct employment to two or three thousand workmen at such Towns as Midland, Port Arthur and Collingwood, and indirectly assisting Canadian trade by activity in the yards.

It is however, very unlikely that any Canadian investor will build new Upper Lake tonnage as long as this law and freight rate control hangs over his head and the further threat that at the pleasure of the Government they will abrogate the Canadian Coasting Laws.

I also enclose a copy of a letter which I, on September 29th addressed to Mr. Boyd re a charter which speaks for itself, and indicates that a vessel Owner who has chartered his boat at what he believes to be a good rate may find that the charterer has sublet his boat at a substantial profit to himself. This sometimes happens between bonafide grain shippers, that is to say, a shipper might be willing to take his profit on the freights by subletting to another shipper rather than by a sale and shipment of the grain for his own account.

I, personally, have no interest in shipyards or large Upper Lake tonnage. I have an interest in a small canal steamer which as above stated is trading on an open market, so that in giving you this information I have no particular axe to grind other than to express the hope that this Lake Grain Freight Act will be so modified at the next session of Parliament as to insure stability to our Canadian shipping and a permanency of employment for our Canadian shipyards.

Yours very truly,

MONTREAL INSURANCE & VESSEL AGENCY LIMITED

Per J. B. Foster

JBF/D

Enclosures

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PUBLIC ARCHIVES
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CANADA

051373

Ottawa, Ont. October 31st. 1923.

Dear Mr. Foote:

I thank you for your letter of the 22nd. October.

You will see by this morning's press that the Chairman of the Grain Commission has provided a bond for the Winnipeg Grain Exchange to indemnify the Exchange against loss under their guarantee of protection to the American vessel owners from damages for violation of the law of Canada. I am sure you will appreciate the sublime absurdity of this contrivance. The Chairman of the Board describes it in this morning's paper as a "solution" of the trouble.

Would you be good enough to describe to me clearly and fully just whether in practise the fundamental difference come in between (a) and (b) of the Grain Commissioner's circular of October? I would presume, of course, that under (a) the tariffs are filed before the contracts are made and consequently a review or

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CANADA

051374

alteration of those tariffs by the Commission in time to effect the contract would be possible, and that under (b) the filling of the charters by the shippers is necessary after the charters are made, and consequently review or alterations becomes impossible. Would you please let me know whether I am correct, and also what further difference, if any, there is in the practical working out?

Yours very truly,

J. B. Foote, Esq.,
Montreal Insurance & Vessel Agency Ltd.,
64 King Street, East,
Toronto, Ont.

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051375

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Montreal Insurance & Vessel Agency
LIMITED

FIRE AND MARINE INSURANCE

64 King St. East,

TORONTO
~~Montreal.~~ October 22nd 1923
Canada

Our File #405

Hon. Arthur Meighen,
Leader of The Opposition,
House of Commons,
OTTAWA, Canada.

Dear Sir:-

Herewith a circular received from the Board of Grain Commissioners at Fort William under date of October 19th. Compared with the Statute this is not a very drastic ruling. However, it places the onus; if the vessel owners so elect; to have the shipper file the rates and charter condition, something that the Government never contemplated when they framed the Act.,

You will note the threat is made that if rates are not maintained at what the Board considers a fair and reasonable level they will then prescribe maximum rates. They may have the right to do this but they will only add to the existing confusion as no one will now allege that for this season of the year Upper Lake freights are not fair and reasonable, and as the Government have taken no exceptions and confidentially speaking have some of their own Steamers enjoying those rates, they can hardly reduce the same for the very good reason that there is a part of the summer season that the Canadian Upper Lake Freighters cannot get any grain to carry at any rate, hence, if they average up over the season of 7½ months and in effect make a profit in the Spring and 2½ months in the Fall, the question is what is a fair rate for the whole season, and any rate fixed to net the small steamer a small profit would necessarily give the big steamer a handsome profit.

Again, if fixing rates the Board would have to fix their estimate of a normal voyage which would very easily be proven as not exceeding seven days to a Georgian Bay Port. As quickly as that would be accomplished the vessel owner would

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051376

surely demand demurrage for the 8, 9,&10 days and etc. That is something that the shippers are unit in desiring to avoid. They want the vessel owners to gamble on the despatch while they trade on a sure thing.

Yours very truly,

MONTREAL INSURANCE & VESSEL AGENCY LIMITED

Per J. B. Foote

JBF/D

Enclosure

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DEPARTMENT OF

TRADE AND COMMERCE
CANADA

051377

OFFICE OF THE SECRETARY.

BOARD OF GRAIN COMMISSIONERS FOR CANADA.

FORT WILLIAM, ONT. Oct. 19th, 1923.

File No. 1516.

The Board of Grain Commissioners for Canada hereby notifies all shipping companies, ship owners and shippers of grain that it is prepared to accept as a compliance with Section 3 of the Inland Water Freight Rates Act, 1923, either

(a) the filing with the Board of tariffs by the vessel owners,

or

(b) the filing by the shippers before loading of copies of charters or contracts for space.

The Board has the assurance that a large number of American vessels are prepared to come into the grain carrying trade, and believe that this increased tonnage and competition will, of itself, regulate rates. If, however, under these conditions, fair and reasonable rates do not result, the Board may find it necessary to prescribe such maximum rates as it may consider reasonable.

BY ORDER OF THE BOARD:

W. Rahbone

The Secretary.

FJR/T.

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CANADA

051378

Ottawa, Ont. November 7th. 1923.

Dear Mr. Boyd:

I understand that the American Vessel Owners carrying Canadian grain are insisting on a contract with the shippers indemnifying them against breach of the Inland Lakes Shipping Act of last Session. I would like to get copy of this contract and would be obliged if you would send me one.

It is also stated that a bond has been arranged for indemnifying the shippers in turn against the consequences of their undertaking with the Vessel Owners. Would you be good enough to let me know if this is correct and to transmit me a copy of the bond if you can secure same? I feel that I am entitled to every information on this subject.

Yours very truly,

Leslie H. Boyd, Esq.,
Chairman of the Board of
Grain Commissioners,
Fort William,
Ont.

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CANADA

051379

Ottawa, Ont. November 7th. 1923

Dear Mr. Foote:

Your File No. 405.

I have your letter of the 3rd. November. It would be helpful to me if I could secure a copy of the contract made with American boats wherein the shipper undertakes to indemnify the vessel owner against damages for infraction of the Canadian law. Could you get me this?

Also, I would like very much to get copy of the bond which Chairman Boyd succeeded in arranging. I am writing for this direct but may not succeed in getting it.

Yours very truly.

J. B. Foote, Esq.,
Montreal Ins. & Vessel Agency,
64 King Street, E.,
TORONTO, Ontario.

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CANADA

051380

Montreal Insurance & Vessel Agency

LIMITED

FIRE AND MARINE INSURANCE

64 King St. East,

TORONTO

~~Montreal.~~ November 3rd 1923

Canada

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PORT ARTHUR
PORT ARTHUR INSURANCE & VESSEL AGENCY LIMITED
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TORONTO
TORONTO INSURANCE & VESSEL AGENCY LIMITED

Our File #405

Honourable Arthur Meighen,
Leader of The Opposition,
House of Commons,
OTTAWA, Canada.

Dear Sir:-

In answer to your letter of October 31st I would say that there is no fundamental difference between Clause "A" and "B" of the Grain Commissioners' Circular of October 19th, in that the Commissioners probably did not intend to make Clause "A" of that Circular conflict with the last paragraph of their Circular under date of September 11th (File #1316)reading as follows:

> "All shipping companies will, however, be required "to file tariff or copy of charter covering the "cargo of each individual vessel unless a tariff "has already been filed covering the vessels of "any particular company for the season or portion "thereof".

Since the Act became effective in practice I have and in so far as I know other vessel operators have wired the particulars of charter to be posted by their Agent with the Grain Commissioners at Fort William.

I enclose an Article from the Editorial Column of the "Toronto Mail and Empire" under date of October 31st which concisely reviews the fallacy of the whole Legislation. I further enclose clippings taken from the "Toronto Mail & Empire" under date of November 2nd. The Article on the cutting of rates is misleading in that I do not think the Buffalo rate was ever more than .06¢ and then only for a day or two and the reduction in rates is almost wholly occasioned by the good old law of supply and demand.

The export market is quiet and the tonnage is getting around for Canadian cargoes pretty fast. As a matter of fact

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the American boats clearing ex Fort William November 1st and underlined in red on my clipping sheet have previously made one or more trips to Buffalo. They are not new in the service.

Reviewing the Legislation, I do not think when the statute was framed that any of our big Canadian Shippers were consulted on what the effect might be; and the vessel owners never had a chance except to explain to Commissioner McLean and his associates about what testimony Mr. Herbert Symmington the Prosecuting Attorney wanted, and just here; it might be interesting to know what that commission cost the country. In any event, when they made their drastic recommendations they never contemplated that the ultimate result would be to have a Minister of the Crown and his responsible Officers have to arrange to indemnify they, the said American vessel owners against infractions of the statute.

In my judgment the prohibition to solicit marine insurance risks on the part of vessel owners never could have any particular force and effect as (there are other ways and means of beating the devil round the stump).

Concerning the posting of rates by the vessel owner or shipper I thinkg that the shipper is the party who suffers most as his business is disclosed to his competitors whereas, most vessel owners at all times know what their competitors are doing.

On the item of fixing rates, if the Commission thought them to be too high the precedent as to what are fair and reasonable rates without demurrage has been pretty well established so that if the Commission proposed to fix rates they would then be confronted with the vessel owners charging demurrage. It was well established in actual practice on American ships trading to Buffalo with Canadian grain in the Fall of 1922, whereas, Canadian ships with Canadian grain to Georgian Bay ports that Fall were not charging demurrage and took bad delays.

The particularly objectionable feature to the Act is the reservation of the right to abrogate the Canadian Coasting Laws by order in Council if, in the opinion of the Commission it is desirable to do so. That interferes badly with the construction of new tonnage as, while I know of several responsible and capable shipping men who would gladly break into the Upper Lake trade provided they had some degree of protection, they will not undertake to do so nor induce capital to follow their ventures in Canadian Lake ships, when on a moments notice they might find themselves confronted with competition from American ships in the Canadian Coastwise trade.

Concluding, it is to be sincerely hoped that at the next session of Partliament this ill advised Legislation will be annulled from the statutes so that the water borne commerce of the country, which, in the final analysis is almost wholly the western grain crop, may flow in undisturbed channels by Canadian Ships and Canadian trade routes in so far as possible; and healthy competetive conditions warrant.

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051382

Assuring you of my willingness to give you any further information which I may from time to time have on the subject, I am,

Yours very truly,

MONTREAL INSURANCE & VESSEL AGENCY LTD.

Per J. B. Foote

JBF/D

Enclosures

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CANADA

051383

Toronto Mail & Empire Oct-31st/23

Mail & Empire
October 31st.

~~THE MAIL~~

ROUGH ON THE SHIPPERS.

Canadian grain shippers, who were promised protection by the Inland Waters Freight Rates Act of 1923 against excessive charges for cargo space on lake vessels, now find themselves made parties to a scheme for evasion of the law and obliged to assume liability for any penalties for violation of it which may be imposed upon United States' shipowners. This is the latest consequence of the ill-considered legislation prepared by the King Government and enacted at the last session of the Dominion Parliament.

It will be recalled that a Royal Commission, appointed by the Federal Government, reported that a combine existed among steamship interests operating on the Great Lakes, and recommended control of rates for the carriage of grain. That commission advised supervision of rates charged for transportation of grain "between Canadian ports." That is to say, it proposed that owners of Canadian vessels, which alone could ply between two Canadian ports, be required to file tariffs and, presumably, believed that thus a general level for rates on all ships would be established. The King Government's legislation, however, required all vessels engaging in the movement of grain from Fort William and Port Arthur to file tariffs of rates with the Board of Grain Commissioners. With this law, United States shipowners, who had been resisting attempts to bring their rates under the control of the Interstate Commerce Commission in their own country, declined to comply. Rather than do so, they said, they would refrain altogether from handling Canadian grain. The first consequences of the Dominion legislation, therefore, were an almost complete stoppage of the movement of Canadian grain from the head of the lakes by United States lake and rail routes to the seaboard, and a danger of congestion of grain at Port Arthur and Fort William. To meet that situation the Dominion Government, through the Grain Commission, consented to relieve shipowners of the necessity of filing tariffs of rates they proposed to charge, and to permit, instead, shippers to file copies of charters or contracts for cargo space showing the rates they had already bound themselves to pay. The United States' shipowners, however, realized that although the Dominion Government and its officials might wink at such evasions of the statute, other interests might not. Therefore, the vessel owners have insisted upon insertion in ship charters of clauses by which shippers undertake to indemnify shipowners for any penalties imposed upon them for violation of the Inland Waters Freight Rates Act or for failure by the shippers to file with the Grain Commissioners copies of their contracts for cargo space.

The King Government, in its anxiety to please the Progressives by dealing promptly with the subject of lake grain rates, framed its legislation without thought of its consequences. It has been forced into the undignified position of countenancing an arrangement to render its own statute nugatory. That statute, had there been an early and urgent demand for Canadian grain for the European market, would have caused the Canadian farmer and the country generally serious loss. It has reduced the movement of wheat to the seaboard by lake and rail route and has placed upon grain shippers new responsibilities and contingent liabilities.

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PUBLIC ARCHIVES
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CANADA

051384

Toronto Mail & Empire Nov 2/23

... associates.

Lake Freights Cut in Half by Fear of U.S. Competition

Canadian Press.

Winnipeg, Man., Nov. 1. — Since the Board of Grain Commissioners opened negotiations for the return of United States vessels to the Canadian grain-carrying trade on October 20, lake freight rates have been practically cut in half. Rates from Fort William to Buffalo have declined from six and a half cents a bushel to three and a half cents, the rate quoted to-day. To-day's rate was a reduction of a half cent from yesterday, and wipes out the spread between rates on the Fort William-Buffalo route and Duluth-Buffalo. At the peak, the rate showed a spread of three cents a bushel and it is estimated caused a loss of $70,000 a day to Canadian producers.

MARINE NEWS.

2,604,000 Bushels of Grain Taken From Twin Cities

Canadian Press.

Fort William, Ont., Nov. 1.—Thirteen boats to-day took out 2,604,000 bushels of grain and 13 others are reported coming up light for grain. Six of the grain boats took their cargoes to Buffalo and two cargoes of wheat went to Duluth, Canadian wheat being now purchased by United States mills regardless of the duty.

The cargoes destined for Duluth were, however, only small, the two totalling only 262,000 bushels.

Ore Shipments for Season Show Considerable Increase

Special to The Mail and Empire.

Cleveland, O., Nov. 1.—Last month the mines in the Lake Superior district sent forward 8,099,716 tons of ore, which is an increase of 2,018,330 tons over October, 1922, when the fleet loaded 6,081,386 tons. Shipments for the season up to November 1 were 54,088,561 tons, which is an increase of 14,895,937 tons over the same time in 1922, when the movement was 39,192,624 tons.

With a fair run of weather, the first half of this month, the shippers figure the movement for November will be close to 4,000,000 tons, and the total for the season about 58,000,000 tons.

IN CANADIAN WATERS.

AT FORT WILLIAM.

Special to The Mail and Empire.

Nov. 1.—Cleared—Mathewston, Canadian Trader, Port Colborne, wheat; Glenshee, Midland, wheat; Wahcondah, Depot Harbor, wheat; Glenmount, Mapledawn, Duluth, wheat; Fontana, Buffalo, oats, flax; W. H. Wolfe, Sir Thomas Shaughnessy, Barge Maitland, A. C. Field, Buffalo, wheat; S. B. Way, Buffalo, wheat, flax; Glenlochie, Montreal and Port Staney, wheat; Huronic, Duth, passengers and freight.

In port—Genfarn, Kamaris, Martian, discharging coal; Maplecourt, loading grain; Coulee, Nisbet Grammer, making repairs; Canadian, discharging freight.

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CANADA

051385

Ottawa Ont. November 14th. 1923.

Dear Mr. Foote:

Many thanks for yours of November 13th. enclosing copy of a form which is to be attached to the vessel charters arranged with American boats on grain cargoes ex Fort William.

Yours very truly.

J. B. Foote, Esq.,
Montreal Insurance & Vessel Agency,
64 King Street East,
TORONTO,
Ont.

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051386

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Montreal Insurance & Vessel Agency

LIMITED

FIRE AND MARINE INSURANCE

64 King Street East,

TORONTO
~~Montreal.~~ November 13th 1923
Canada

Our File #405

Honourable Arthur Meighen,
Leader of The Opposition,
House of Commons,
OTTAWA, Canada.

Dear Sir:-

Referring to your letter of the 7th inst. I beg to attach a copy of the form which I understand is to be attached to the vessel charter arranged with American boats on grain cargoes ex Fort William.

I am not sure that I could get a copy of the Bond which Chairman Boyd arranged, but if you fail, kindly advise and I will see what I can do in that connection.

Yours very truly,

MONTREAL INSURANCE & VESSEL AGENCY LTD.

Per J. B. Foster

JBF/D
Enclosure

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051387

FORM OF PROVISION TO BE ATTACHED TO
VESSEL CHARTER.

This charter is made with the understanding that the Board of Grain Commissioners of Canada, with approval of the Canadian Government, has duly ruled that the Inland Water Freight Rates Act of Canada will be so complied with as to authorise the shipment of grain from Canadian ports, if the shipper shall, before loading, file with said Board copies of charters of contracts for space entered into for grain shipments. And it is agreed that the shipper shall and will, on his own behalf and not as representing the vessel owner (the vessel owner assuming no responsibility therefor), promptly, upon the execution hereof and before any loading takes place, file copies of charter or contract for space as required by the Board of Grain Commissioners of Canada, so as to render all shipments herein provided to be made fully authorised by Canadian authority, - so that each vessel employed hereunder may, in every case, freely enter the port or ports of shipment and receive its cargo, and that clearance may be obtained and the vessel may leave port, without prevention, hindrance or liability because of or under said Inland Water Freight Rates Act of Canada; and that the shipper shall and will indemnify and save and keep the vessel owner harmless from all loss or damage resulting from any failure to so file this charter; or, having so filed the same with the Board of Grain Commissioners, in case any liability shall be asserted against the vessel, her owner, agents or servants, by reason of any shipment or proposed shipment hereunder, the shipper shall and will, through the Board of Grain Commissioners, or otherwise, indemnify, save and keep harmless therefrom the vessel, her owner, agents and servants. And in consideration of all the foregoing on the shipper's part, the vessel owner agrees to perform his part of the charter to carry the cargo as above provided.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051388

Ottawa, Ont. November 17th. 1923.

Dear Mr. Boyd:

Many thanks for yours of November 13th. enclosing copy of the Shippers' Indemnifying Clause and Agreement.

Yours very truly.

Leslie H. Boyd, Esq.,
Board of Grain Commissioners,
Fort William,
Ont.

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CANADA

051389

BOARD OF
GRAIN COMMISSIONERS
FOR CANADA

LESLIE H. BOYD, K.C.
CHIEF COMMISSIONER

Fort William, Ont.,
Nov. 13th, 1923.

The Right-Honorable
Arthur Meighen,
OTTAWA, Ont..

Dear Mr. Meighen:-

I have your favor of the 7th inst. on my return from Winnipeg today, and I am now enclosing you a copy of the Shippers' Indemnifying Clause and Agreement to which you refer. This Clause is attached to the charter to form a part thereof when filed with the Board.

No bond has been arranged for indemnifying the shippers against any consequences of their undertaking with the vessel owners. The Board has given the shippers assurance that, if any difficulties should arise, they would undertake to stand behind them in any such event.

Yours very truly,

Leslie H. Boyd

LHB/T.
Enclosure.

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Shippers' Indemnifying Clause and Agreement.

This charter is made with the understanding that the Board of Grain Commissioners of Canada, with approval of the Canadian Government, has duly ruled that the Inland Water Freight Rates Act of Canada will be so complied with as to authorize the shipment of grain from Canadian ports, if the shipper shall, before loading, file with said Board copies of charters or contracts for space entered into for grain shipments. And it is agreed that the shipper shall and will on his own behalf and not as representing the vessel owner (the vessel owner assuming no responsibility therefor), promptly, upon the execution hereof and before any loading takes place, file copies of charter or contract for space as required by the Board of Grain Commissioners of Canada, so as to render all shipments herein provided to be made fully authorized by Canadian authority,—so that each vessel employed hereunder may, in every case, freely enter the port or ports of shipment and receive its cargo, and that clearance may be obtained and the vessel may leave port, without prevention, hindrance or liability because of or under said Inland Water Freight Rates Act of Canada; and that the shipper shall and will indemnify and save and keep the vessel owner harmless from all loss or damage resulting from any failure to so file this charter; or, having so filed the same with the Board of Grain Commissioners, in case any liability shall be asserted against the vessel, her owner, agents or servants, by reason of any shipment or proposed shipment hereunder, because of or under said Inland Water Freight Rates Act of Canada, the shipper shall and will, through the Board of Grain Commissioners, or otherwise, indemnify, save and keep harmless therefrom the vessel, her owner, agents and servants. And in consideration of all the foregoing on the shipper's part, the vessel owner agrees to perform his part of the charter to carry the cargo as above provided.

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Calgary Herald Dec. 8/23

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MEIGHEN HITS PREMIER KING FOR BUNGLING LEGISLATION

Great Lakes Freight Act Held Up As Horrible Example At Winnipeg

INTERPRETIVE RULING IS VIRTUAL APPEAL

Ferguson Predicts Manitoba Will Soon Be Back to Old Party System

WINNIPEG, Dec. 18.—The King government has a record of political perfidy unapproached in the history of responsible government the world over because of its record on the tariff and every other subject of importance in relation to which it bound itself by pledges to the people of Canada." This was how Rt. Hon. Arthur Meighen, Conservative leader, summed up a speech given at a meeting here last night under the auspices of the Women's Conservative Association.

Hon. Howard Ferguson, premier of Ontario, stated that Manitoba was having its experience with the group party system in the legislature, and he predicted the people of the province would be as dissatisfied with it as the Ontario people had been. In his opinion the one-party system was the best for any country, and he believed it was to the Conservative party the people of Canada as a whole were turning in order to enjoy a period of prosperity and success.

Bungling Methods

As one instance of what he called the bungling methods of the Liberal government, Mr. Meighen discussed the Great Lakes freight legislation. He stated that as a result of the investigation by a commission, the government introduced a bill providing that the board of grain commissioners was to control the lake shipments and the freight rates. The legislation provided that all vessel owners trading out of Canadian ports before making contracts embodying schedules of rates should file copies with the grain commission, which was to have power to refuse those contracts, and the terms and rates therein. The government took this action instead of seeking to make arrangements with the United States with respect to achieving real control over waters in which the United States was as much interested as the Canadian government.

Declined to File

The first thing that happened was that the United States vessel owners declined to file those schedules and decided to keep out of the Canadian trade altogether. This left the Canadian vessel owners with a monopoly of the Canadian trade, and up went the rates higher than what had been described as the extortionate rates of 1922. It was feared that the farmers would not get their grain delivered, and the government got nervous. The result was that government officers were sent down to the United States with instructions to literally fall at the feet of the United States vessel owners, begging them to come back into the Canadian trade.

Means Actual Repeal

Not only that, but there had been issued from the grain commission what was called an "interpretive ruling" of the law, stating that United States vessel owners, though called upon by the statute to file copies of the rates, did not need to do so, and that it would be all right if the shipper filed it after the contract had been made; what a splendid time there would be reviewing the contract after it had been completed. That "interpretive ruling" merely amounted to a repeal of the act, repeal by a government which has boasted so much of the sovereignty of parliament. That was not all. It appeared the United States vessel owners compelled the Canadian shipper to enter into a contract before he would take any grain indemnifying him for any damages for contempt of the Canadian law. The Canadian shipper had to sign that contract or he got no vessel space.

"The situation, therefore, was," said Mr. Meighen, "that the grain commission was behind the shipper in his contracting to indemnify the United States vessel owner in the event of damages for contempt of a law actually passed at the instance of the Canadian government."

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Wheat

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MEMORANDUM

covering

GRAIN RATE SITUATION

as it stands at

31st March, A.D. 1926

Issued by

The Government of the Province of British Columbia

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MEMORANDUM

covering

GRAIN RATE SITUATION

as it stands at

31st March, A.D. 1926

Issued by

The Government of the Province of British Columbia

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Memorandum Covering Grain Rate Situation as it stands at 31st March, 1926

On the 5th June, 1925, Order-in-Council P. C. 886 was passed. A copy of the Order-in-Council is attached hereto and marked Schedule "A." After surveying the situation generally and recommending a policy of general equalization, the following definite instruction is given:— (At Page 4 of the Order-in-Council)

> "The Committee are further of the opinion that as the production and export of grain and flour forms one of the chief assets of the Dominion, and in order to encourage the further development of the great grain-growing Provinces of the West, ON WHICH DEVELOPMENT THE FUTURE OF CANADA IN LARGE MEASURE DEPENDS, IT IS DESIRABLE THAT THE MAXIMUM COST OF THE TRANSPORTATION OF THESE PRODUCTS SHOULD BE DETERMINED AND KNOWN, and, therefore, are of the opinion that the maximum established for rates on grain and flour as at present in force under the Crow's Nest Pass Agreement, should not be exceeded."

The Order-in-Council has been construed by some members of the Board of Railway Commissioners to be limited in its application to grain and flour rates to Fort William. That interpretation is justified to some extent by the wording of the legislation of 1925 hereinafter mentioned, passed following the Order-in-Council and presumably supplementing it.

On the 18th June, 1925, an Act to amend the Railway Act, 1919, being Bill 181, was passed. A copy of the said Act is attached hereto and marked Schedule "B." Subsection 5 of Section 3 of the said Act, which establishes the basis of rates on grain and flour to Fort William, does not provide that the rates on grain and flour to Pacific Coast ports shall be reduced to the Fort William basis. By inference, such a policy is established by Subsection 6, which provides that no charge of discrimination may be justified by an allegation that the rates on grain and flour to Fort William are compelled by Statute.

On September 2nd, 1925, Order No. 36769 was issued by the Board and signed by the Chief Commissioner. A copy of this Order is attached hereto and marked Schedule "C." It provides that the Railways shall reduce rates on grain and flour for export to Pacific Coast ports to the same rates proportionate to distance as governs the movement to Fort William.

The Reasons for Judgment, concurred in by Commissioner Oliver, are attached hereto and marked Schedule "D," and the portions dealing specifically with grain rates to Pacific Coast ports are underlined.

Following the granting of this Order, the Canadian Pacific Railway Company and some sixteen other parties made application to rescind the Order. The opposition to the Order existed from Winnipeg to Halifax. The Board, on the application, divided three to three and the Order of the Board, No. 36769, stands.

It is to be noted that the Assistant Chief Commissioner McLean, and Commissioners Boyce and Lawrence agree that the question of grain rates to Pacific Coast ports

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should not be dealt with pending the outcome of the general inquiry provided for by the Order-in-Council attached hereto as Schedule "A." THE GIST OF THE JUDGMENT OF THIS SECTION OF THE BOARD IS TO THE EFFECT THAT THE ORDER-IN-COUNCIL HAD SPECIFICALLY DIRECTED THE BOARD OF RAILWAY COMMISSIONERS NOT TO REDUCE GRAIN RATES TO THE PACIFIC COAST UNTIL THE GENERAL INVESTIGATION HAD BEEN COMPLETED; in other words, that Parliament had, by legislation, established a basis of rates on grain and flour to Fort William WHICH INVOLVED AN UNDUE DISCRIMINATION AND AN UNJUST PREFERENCE AGAINST PACIFIC COAST PORTS, and that the GOVERNOR-IN-COUNCIL, by its Order, HAD PREVENTED the Board from removing the discrimination complained of until the general inquiry had been completed, which might take two years or more.

There were a number of other minor points raised in the Judgments of their Honours, Messrs. McLean and Boyce, but none of them could be seriously considered. The issue before the Board, viz., the discrimination in grain rates to Pacific Coast ports, had been raised first by the Government of British Columbia in 1921. It was argued before a Parliamentary Committee in 1922. It was argued before the Board of Railway Commissioners in 1922, before the Governor-in-Council in 1923, before the Supreme Court of Canada in 1924, and again before the Board of Railway Commissioners in 1925. It was specifically set down for hearing in Vancouver by the Chief Commissioner, who, exercising his power to allocate work to members of the Board, allocated this investigation to himself and to Commissioner Oliver. The power of the Chief Commissioner in this behalf is contained in Section 20 of the Railway Act, which provides as follows:—

> "20. Subject to the provisions of this Act, the Board may make rules and provisions respecting—
>
> "(a) the sittings of the Board;
> "(b) the manner of dealing with matters and business before the Board;
> "(c) the apportionment of the work of the Board among its members, and the assignment of members to sit at hearings, and to preside thereat; and,
> "(d) generally, the carrying on of the work of the Board, the management of its internal affairs, and the duties of its officers and employees;
> "and in the absence of other rule or provision as to any such matter, such matter shall be in the charge and control of the Chief Commissioner or such other member or members of the Board as the Board directs."

Section 12 of the Railway Act provides that two members of the Board shall form a quorum. When a quorum of a Court sits that surely becomes THE Court.

There has been some suggestion generally made that the Railways were not properly notified of the sittings in Vancouver commencing on November 6th, 1924. The fact is that both Railways appeared in Vancouver, cross-examined witnesses, and submitted some testimony. Mr. A. E. Warren, Western Superintendent of the Canadian National Railways, was in Vancouver at the time and discussed the case fully with me in my capacity as Counsel for the Government of British Columbia, and it was as a result of an agreement that the Canadian National Railways would not oppose our application that Mr. Warren was not subpoenaed by me before the Commission. Mr. Hately, however, did appear throughout the hearings for the Canadian National Railways. At the close of the hearing, which commenced on the 6th November and ended on the 14th November, Mr. W. B. Lanigan, who appeared with Mr. George Stephens and with Counsel, Mr. J. E. McMullen, on behalf of the Canadian Pacific Railway Company, applied for an adjournment and for a continuation of the hearing in Montreal. This application was opposed, and the Chief Commissioner decided that the matter would be adjourned until the first day of December, and that the Canadian Pacific Railway Company and the Canadian National Railways would have until the first of December, 1924, to file a written Brief in answer to the case made out and presented by British Columbia. On December 1st, 1924, the Canadian Pacific Railway Company filed an exhaustive Brief,

presenting its representations fully. The Canadian National Railways, ignoring the fact that it had been represented at the hearing in Vancouver, and that it had at its request been included in the Order and given leave until the first of December to file an answer, did not make any representations. There is, at least, this to be said about its attitude, and that is that Mr. Warren's bargain with me that the Canadian National Railways would not oppose the application, was being carried out; in fact, the Canadian National Railways, with its favourable grades through the Yellowhead Pass, could not oppose the application which was made with any success.

The Judgment of the Chief Commissioner granting this adjournment is reported at Page 8002 of the record of the Application of the Province of British Columbia for reduction in rates on grain and flour heard in Vancouver on November 14th, 1924, and copy is attached hereto and marked Schedule "E."

In any event, the Order of September 2nd stands. The Chairman of the Board interpreted the Order-in-Council and the legislation of 1925 to mean that grain rates and flour rates from Prairie points for the same or similar distance to Pacific Coast ports and Fort William should be equalized, and that Order standing, the question now arises as to how it has been carried out.

Attached hereto and marked Schedule "F," is a copy of the tariff of rates covering the movement of grain and flour to Fort William as put into effect by the Crow's Nest Pass Act and Agreement. It will be noticed on an analysis being made of the rates on grain and flour to Fort William that there are three different bases of rates, Southern Branches, Main Line points and Northern Branches. In some instances the rates on the Southern Branches are lower to Fort William than they are on the Main Line, and in many instances the rates on the Northern Branches are higher than they are on the Main Line. In other words, there is discrimination as against various shippers of grain in Saskatchewan to Fort William.

Attached hereto and marked Schedule "G," is a copy of an analysis of the mileages prepared by the Chief Traffic Officer of the Board of Railway Commissioners and showing the varying rates on the different sections.

Attached hereto and marked Schedule "H," is a statement showing the rates from points in Saskatchewan to Fort William and Port Arthur as they are on the Canadian National Railways and as they should be if established on the basis of the Main Line of the Canadian Pacific Railway. It will be seen that in many instances the excess of the rates charged on the Main Line of the Canadian Pacific Railway by the Canadian National Railways ranges from one cent to three cents per hundred pounds. This discrepancy in the rates from various points to Fort William leaves the legislation of 1925 vague and inconclusive. The Act provides that the rates on grain and flour shall be governed by the provisions of the Agreement, viz., the Crow's Nest Pass Act and Agreement. The Crow's Nest Pass Act and Agreement merely provided that the rates in existence in 1897 from points then in existence to Fort William and points East thereof should be reduced three cents, and that maxima was to remain. Neither the Agreement of 1897 nor the Legislation which created it, viz., the Crow's Nest Pass Act, as regards grain and flour rates, has been repealed. They both stand and, in my opinion, that Agreement from the points in existence in 1897 covers the rate on grain and flour, not only to Fort William but to all points East thereof. If that conclusion is correct, then there is a substantial discrimination left against those points in the Prairies shipping grain to points East of Fort William, which came into existence since 1897.

Now, when you come to interpret the legislation which fixes grain and flour rates, are you going to adopt the lowest, the Southern Branches, the highest, the Northern Branches, or the one in between, viz., the Main Line basis? It is impossible, from the legislation, to say which, and it is my opinion that the Railways have the right to adopt the highest basis of rates. In any event this is what they have done, and an application to the Board of Railway Commissioners to settle the basis of rates to Fort William and to Vancouver, although argued in February, has not yet been settled, but it is a reasonable certainty that when a decision is rendered it will be abortive, the Board dividing three to three.

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Attached hereto and marked Schedule "I," is an analysis of the rates on grain and flour as put into effect by the Canadian Pacific Railway Company to Pacific Coast ports, showing the excess over their Main Line rates to Fort William for the same or similar distances. The excess runs from one to as high as five cents per hundred pounds. Mr. E. P. Flintoft, Assistant General Solicitor for the Canadian Pacific Railway Company, calmly announced to the Board of Railway Commissioners that in interpreting the Order of September 2nd, 1925, they had taken the actual mileage to Calgary and then had added the difference between the mileage from Vancouver to Edmonton and Vancouver to Calgary and based the rate as though Calgary were 765 miles from Vancouver instead of 642 miles as it is, and this despite the fact that the Main Line rates for 765 miles on the Canadian Pacific Railway to Fort William is not 21 cents, the rate charged by the Canadian Pacific Railway Company from Calgary to Vancouver, but 20 cents. This is shown on Page 1 of Schedule "I," where the rate from Redcliffe, 812 miles, is 23 cents, and the rate for a similar distance to Fort William is 20 cents.

Attached hereto and marked Schedule "J," is an analysis of the rates on grain and flour to Vancouver showing a comparison of the rates for the same or similar distance to Fort William and again shows the rates from one to four cents higher than they are on the Canadian Pacific Railway Main Line basis to Fort William.

I think a perusal of these rate comparisons indicates the hopeless muddle that the Legislation of 1925 has created. The Board of Railway Commissioners, were it so desirous of doing, could work the Legislation out, but to make the confusion worse confounded, some members of the Board seem to be undesirous of giving any effect whatsoever to the Legislation.

Attached hereto and marked Schedule "K," is a copy of the Interim Judgment of the Assistant Chief Commissioner concurred in by Commissioners Boyce and Lawrence, which indicates the attitude of three members of the Board. The Interim Judgment was delivered on the 23rd day of February, 1926, and decided, as far as these three members of the Board were concerned, that the Legislation of 1925 did not give equality of grain rates to Pacific Coast ports on the basis enjoyed by Fort William unless it could be shown that conditions and circumstances were similar, and this, everyone knows, cannot be established for the reason that in one section you have mountain grades, and in the other winter weather conditions which do not exist on the Pacific Coast. Whether one or the other is more costly from an operating point of view cannot be established from the accounts kept by either the Canadian National Railways or the Canadian Pacific Railway Company. The accepted presumption, although without any actual evidence, has been that the mountain grades are the more costly. There being none but favourable grades on the Canadian National, one would assume that the presumption on that Railway would be the reverse of what it is on the Canadian Pacific Railway. The Board has never gone that far to date until the Judgment of the Chairman of the Board of Railway Commissioners of September 2nd, 1925.

Unless the legislation is changed it is doubtful, to my mind, if the discriminations complained of in the West, both to Vancouver and to Fort William, will be removed by the present Board.

I would suggest the following Amendment to the Railway Act be passed:—

'An Act to amend The Railway Act, 1919.

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. Subsection Two of Section Twelve of the Statutes of 1919 is hereby repealed and the following substituted therefor:—

"Sec. 12, Subsec. 2. The Chief Commissioner, when present, shall preside and in the absence of the Chief Commissioner, the Assistant Chief Commissioner shall preside, and in the absence of the Chief Commissioner and the Assistant Chief Commissioner, the Deputy Chief Commissioner shall preside, and the opinion of the Presiding Commissioner, on all questions of law, shall

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prevail. Whenever the members of the Commission hearing any application, cause or other matter whatsoever necessitating a decision of the Board shall divide evenly, the decision of the Presiding Commissioner shall prevail and the Judgment of the Presiding Commissioner shall be the decision of the Board."

2. Section Three of Chapter Fifty-two of the Statutes of 1925 is hereby repealed.

3. Section Three Hundred and Twenty-five of The Railway Act, 1919, is hereby amended by adding at the end thereof the following subsections:—

"(5) Notwithstanding any of the provisions of this Act, the powers given to the Board to determine and enforce tolls or rates from time to time shall not be limited or in any manner affected by the provisions of any Act of Parliament of Canada or by any agreement entered into pursuant thereto, whether or not such Act or Agreement be general in application or special and relating only to any specific Railway or Railways; Provided, that notwithstanding anything in this subsection contained, on and from the passing of this Act, rates on grain and flour moving from all points on all lines of Railways West of Fort William, now or hereafter constructed by any Company subject to the jurisdiction of Parliament, shall not be higher for the same or similar distances than the rates determined for the carriage of grain and flour from points on the Main Line of the Canadian Pacific Railway West of Fort William to Fort William, by Chapter Five of the Statutes of Canada, 1897, and the agreement entered into pursuant thereto, and the maxima as herein provided shall apply to all such traffic, including all grain and flour moving to Pacific Coast ports.

"(6) The Board shall not excuse any charge of unjust discrimination or undue preference whether practised against shippers, consignees or localities, on the ground that such unjust discrimination or undue preference is justified or required by this or any other Act of the Parliament of Canada or by any Agreement made or entered into by any Railway Company pursuant thereto."'

Domestic Grain and Flour Rates

Under the Order of September 2nd, 1925, the rate from Calgary to Vancouver on wheat and flour for export should be 18 cents. Such a rate has been established as a paying rate beyond any question as far as the evidence before the Board and the findings of the Board thereon are concerned. Grain and flour moving from Calgary to Vancouver under identically the same circumstances and constituting part of the same trainload, if it is to be used by a consumer in British Columbia, and not exported, moves under a rate not of 18 cents but of 41½ cents. This discrimination amounts to something over a million dollars a year, and is a direct tax upon the users in British Columbia of the Prairie Provinces' grain, flour, bran and shorts.

The natural base of supply for such feed as comes from grain and grain products for the dairy and poultry industry of British Columbia is in Alberta, for the reason that the class of grain grown in British Columbia is of a much higher grade than that usually used for this purpose.

These industries in British Columbia, if developed, constitute a natural market for a substantial portion of the by-products of the flour milling industry and the low grades of grain of the Prairie Provinces. The extortionate rate charged on domestic grain by the Railways has done three things. It has denied to the industries of British Columbia dependent upon it this source of supply, it has denied to the producer on the Prairies a consumer of substantial proportions, and it has cost the Railways millions of dollars in loss of available business. This exorbitant rate on Prairie grain to the con-

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sumer in British Columbia has resulted in this extraordinary state of affairs. Grain can be shipped from Alberta to Yokahama, Japan, at a rate that lands it in Yokahama cheaper by 50 cents a ton than the same grain would carry from the same shipping point in Alberta if consumed in Vancouver. There is no such distinction between rates on grain and flour moving to Fort William for export or domestic consumption. Grain and flour moving from Fort William by boat takes the same rate whether it moves for domestic or export consumption.

The result is that Eastern Canada secures the vast bulk of the grain and flour which comes from the Prairie Provinces on a domestic rate which is the same as the export rate. In the East there is no discrimination, but the consumer in British Columbia suffers a discrimination of almost 125 per cent. of the total rate charged elsewhere.

The present rate discriminations against the Pacific Coast are designed for the deliberate purpose of preventing trade development through Pacific Coast ports. This attitude is founded on an erroneous theory that by adopting such a course Panama Canal competition can be eliminated. Our contention is that the Panama Canal is an asset to the whole of the Dominion of Canada and that the Railways, by adjusting themselves to meet the new trade opportunities which the operation of the Panama Canal has created, will be serving the greater interest of the Dominion, and by participation in the development which will follow from it will be serving their own best interests. To continue the present rate discrimination against the Canadian Pacific Coast is to deny to Canada her right of participation to the fullest extent in the world's greatest theatre of trade, now rapidly developing upon the Pacific Ocean.

The rate discrimination is not confined to grain; it applies to all other commodities. It is our contention that their continuance is a National disadvantage and a detriment to the well-being of the Railways, particularly the Canadian National Railway, which operates between the Prairies and the Pacific Coast under the most favourable operating conditions which it enjoys in any part of its entire system.

The following are a few typical examples of the rate discrimination under which the trade of Alberta and British Columbia moves:—

COMPARATIVE STATEMENT ON VARIOUS COMMODITIES, SHOWING RATES ON SHIPMENTS OUT OF VANCOUVER AS COMPARED WITH SHIPMENTS FROM POINTS IN EASTERN CANADA FOR SIMILAR DISTANCES

SUGAR

From	To	Miles	Rates in cents per 100 lbs.		Min. Lbs.	Per cent. Diff.
Vancouver	Edmonton	765	98	Commodity	30,000	
"	"	765	112	Class rate	24,000	
St. John, N.B.	Deux Rivieres, Ont.	766	63	" "	24,000	
Difference in favour St. John on commodity rate					35	55.5%
" " " " " class rate					49	77.7%

SALT

Vancouver	Edmonton	765	50	Commodity	36,000	
"	"	765	112	Class rate	30,000	
"	"	765	57	" "	36,000	
Sarnia, Ont.	La Fontaine, Que.	762	41½	Com. rate	40,000	
Difference in favour Sarnia on commodity rate					8½	.17%
" " " " " 30,000 lbs. class rate					70½	169.8%
" " " " " 36,000 lbs. " "					15½	37.1%

LUMBER

From	To	Miles	Rates in cents per 100 lbs.	Min. Lbs.	Per cent. Diff.
Vancouver	Edmonton	765	54		
Mont. Laurier	Dalton, Ont.	768	31½		
Difference in favour Mont. Laurier			22½ or		71.4%

Minimum weight for 36 cars from Mont. Laurier ..... 40,000 lbs.
" " on 36 " " Vancouver ..... 50,000 "

C.N.R. Tariff W. 200-C	C.R.C. W. 250
C.N.R. " W. 375-A	C.R.C. W. 395
C.P.R. " E. 2880	C.R.C. E. 3221
C.P.R. " E. 3590	C.R.C. E. 3818

BUTTER

Edmonton	Vancouver	765	137	Commodity rate	
Lindsay, Ont.	St. John, N. B.	766	95½	Class rate	
Difference in favour Lindsay			41½		43.4%

Minimum weight ..... 20,000 lbs.

CHEESE

Edmonton	Vancouver	765	125	Class and Commodity	
Lindsay, Ont.	St. John, N. B.	766	79	Class rate	
Difference in favour Lindsay			46		58.2%

Minimum weight ..... 24,000 lbs.

FRESH AND FROZEN FISH

Vancouver	Edmonton	765	110	Commodity	
St. John	Deux Rivieres, Ont.	766	79	Class rate	
Difference in favour St. John			31		39.2%

Minimum from Vancouver ..... 30,000 lbs.
" " St. John ..... 24,000 "

CANNED FISH

Vancouver	Edmonton	765	98	Commodity rate	
St. John	Burkeston, Ont.	763	63	Class rate	
Difference in favour St. John			35		55.5%

Minimum from Vancouver ..... 40,000, 60,000 and 70,000 lbs.
" " St. John ..... 24,000 lbs.

CLASS RATES

			1	2	3	4	5	
Vancouver	Edmonton	765	249	307	166	125	112	
St. John	Deux Rivieres	766	125½	109½	95½	79	63	
Difference in favour St. John			123½	97½	70½	46	49	
or an average of								81.8%

C.P.R. " E. 2880	C.R.C. E. 3221
C.N.R. Tariff W. 200-C	C.R.C. W. 250

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COMPARATIVE STATEMENT

Carload rates on Building Paper from Vancouver to Calgary, and Sault Ste. Marie, Ont., to Montreal.

Commodity rates from Vancouver, and Class rates from Sault Ste. Marie.

From	To	Miles	Per cent. Diff.	Rates in cents per 100 lbs.
Vancouver	Calgary	642		98
Sault Ste. Marie	Montreal	623		58
		19		40

Difference in favour Sault Ste. Marie 70.7%

Minimum weight from Vancouver ..... 40,000 lbs.
Minimum weight from Sault Ste. Marie ..... 30,000 lbs.

The above rate from Vancouver to Calgary is also the class rate, and the minimum in this case is ..... 30,000 lbs.

C.P.R. W. 4950 C.R.C. W. 2659
C.P.R. E. 3835 C.R.C. E. 3990

SUGAR RATES, CARLOADS FROM VANCOUVER TO WINNIPEG AND SAN FRANCISCO TO POINTS NAMED

From	To	Miles		Rate in cents per 100 lbs.
Vancouver	Winnipeg	1466		1.60
San Francisco	Minneapolis	2144		.86½
Difference		678		.73½
Mileage from San Francisco			46.2% longer	
Rate from Vancouver			83. % more	
Vancouver	Winnipeg	1466		1.60
San Francisco	Winnipeg	2601		1.45½
Difference		1135		.14½
Mileage from San Francisco			77.4% longer	
Rate from Vancouver			10. % more	
Vancouver	Regina	1109		1.41
San Francisco	Cheyenne, Wyo.	1286		.86½
Difference		177		.54½
Mileage from San Francisco			17.7% longer	
Rate from Vancouver			61.5% more	

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CANNED GOODS

From	To	Miles		Rate in cents per 100 lbs.
Vancouver	Winnipeg	1466		1.05
San Francisco	Minneapolis	2144		.95
Difference		678		.10
Mileage from San Francisco			48.2% longer	
Rate from Vancouver			10.5% more	
Vancouver	Winnipeg	1466		1.05
Seattle	Minneapolis	1807		.80
Difference		341		.25
Mileage from Seattle			23.2% longer	
Rate from Vancouver			31.3% more	
Vancouver	Toronto	2698		1.05
Seattle	Memphis, Tenn.	2811		.80
Difference		113		.25
Mileage from Seattle			4.1% longer	
Rate from Vancouver			31.3% more	

EXPRESS CLASS RATES FROM VANCOUVER TO CANADIAN POINTS AS COMPARED WITH RATES FROM SEATTLE TO UNITED STATES POINTS OF SIMILAR DISTANCE

			1st Class	2nd Class	Average per cent. Diff.
Vancouver	Armstrong	336	4.05	2.80	
Seattle	Spokane, Wash.	339	2.91	2.18	
Difference favour Spokane			1.14	.62	33.8%
Vancouver	Kinivic, Alta.	774	7.30	5.05	
Seattle	Butte, Mont.	776	5.13	3.85	
Difference favour Butte			2.17	1.20	36.7%
Vancouver	Chaplin, Sask.	1013	9.25	6.45	
Seattle	Billings, Mont.	1012	6.51	4.88	
Difference favour Billings			2.74	1.57	37.1%

The legislation proposed fixed the bases of grain rates from all points in Western Canada to Fort William and Pacific Coast ports with a maxima no greater than that in effect on the Main Line of the Canadian Pacific Railway from points West of Fort William to Fort William. The Railways have objected that such legislation would bring disastrous consequences to their operations; that huge deficits would be created. What are the facts?

The following is a statement showing the net earnings of the Canadian Pacific Railway Company for a period of the last five years:—

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STATEMENT SHOWING NET EARNINGS OF CANADIAN PACIFIC RAILWAY COMPANY, YEARS 1921 TO 1925 INCLUSIVE
DIVIDING POINT, FORT WILLIAM

	Lines East		Lines West	
Year 1921				
Net earnings	$11,674,201.69		$30,026,451.65	
Per train mile		0.59		1.53
Year 1922				
Net earnings	14,994,195.62		29,239,445.27	
Per train mile		0.72		1.33
Year 1923				
Net earnings	17,089,708.61		28,749,104.84	
Per train mile		0.78		1.20
Year 1924				
Net earnings	16,819,059.05		27,312,822.46	
Per train mile		0.78		1.26
Year 1925				
Net earnings	16,419,102.95		30,833,574.30	
Per train mile		0.77		1.33
	$76,996,267.92		$146,161,398.52	

It shows that the train mile operations in each year are approximately 50% greater in the West than they are in the East. It also shows that approximately $146,000,000.00 net revenue was earned in the West as compared with approximately $77,000,000.00 earnings in the East in the last five years. Surely these figures refute any thought that grain rates in the West are unprofitable.

Grain constitutes more than 50% of the total tonnage of the West, and, despite this fact, in 1925, on the Canadian Pacific Railway, each train mile in the West gave a net return of $1.33 as against 77c on each train mile in the East.

Another indication as to the profitable nature of the grain rates is contained in the monthly returns of the net earnings of the same Company, which statement is as follows:

C. P. R. NET EARNINGS FOR 1925

December	$4,826,792.00
November	6,248,034.00
October	7,444,027.00
September	6,267,619.00
August	4,181,781.00
July	3,388,875.00
June	1,584,451.00
May	908,913.00
April	1,448,599.00
March	2,117,212.00
February	1,154,700.00
January	583,768.00

It is to be noted that in September, October and November the net earnings overshadow those of all other months.

If anything further were needed to prove the extent of the profits of grain rates on Western lines of the Canadian Pacific Railway Company, it is furnished in the annual report to the shareholders of that Company, in the statement to the shareholders signed by Mr. E. W. Beatty, the Company's President. At Page 6 Mr. Beatty makes this positive and unqualified statement:—

"The relatively small increase in gross earnings is largely accounted for by the depression which existed in Canada during the first part of the year, the effects of which in general traffic were only overcome by the excellent

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harvest, to which is largely due an increase of $10,354,946.00 in gross earnings during the last half of the year over the corresponding period of 1924. The earnings for the Fall months of the year would have been materially increased had not exceptionally bad weather in Western Canada during part of September, October and part of November seriously interrupted harvesting operations. This condition existed to a larger extent in the territories served by your Company's lines than elsewhere, and in consequence the gross and net earnings for October and November were less than anticipated. The size of the crop, however, ensures a fairly heavy movement during the Spring months of 1926, and its monetary value should result in heavier purchasing and consequent larger movement of general traffic in the earlier part of the present year."

Whatever valiant opposition has been presented to the reduction of grain rates in the past by the Traffic Officials and the propagandists of the Canadian Pacific Railway Company would seem to have been an unnecessary and a fruitless effort in view of the President of the Road's statement to its shareholders, confirming the facts as they exist.

The year 1925 has been a banner year for Canadian Railways. In 1921, the last year that the Canadian Pacific Railway Company operated under the war-time increases in rates, its net surplus from operating revenues was $755,391.50. In 1925 its net surplus for the year had increased to $3,010,314.92.

During the five year period, 1921 to 1925 inclusive, the total net surplus from the Canadian Pacific Railway Company's operations amounted to $6,888,175.48. This net surplus is accumulated after paying all sinking fund and interest charges, working expenses, including all taxes and reserves, pension funds and dividends. In addition to that net surplus there is a further net surplus from what is known as special account, wherein is kept the revenue from Steamships, Telegraphs, Hotels, News Departments, Rentals, Interest on deposits, dividends and miscellaneous accounts. This net surplus, after the payment of dividends payable from the special account, amounts to $25,548,231.65. Despite all the complaints the Officials of the Canadian Pacific Railway Company have made, its operating net surplus has increased substantially, and its total net surplus has increased by nearly $32,500,000.00 during the period of the last five years.

The Canadian Pacific Railway Company's Annual Report of 1925 shows the total surplus from operations of the Railway at $135,003,237.17. The following is a copy of the Balance Sheet presented to the shareholders for the year 1925:—

ASSETS

PROPERTY INVESTMENT:		
Railway, Rolling Stock Equipment and Lake and River Steamers		$649,630,834.25
OCEAN AND COASTAL STEAMSHIPS, Exhibit "A"		60,257,815.59
ACQUIRED SECURITIES (Cost), Exhibit "B"		141,322,586.78
ADVANCES TO CONTROLLED PROPERTIES AND INSURANCE PREMIUMS		13,523,064.04
INVESTMENTS AND AVAILABLE RESOURCES:		
Deferred payments on lands and townsites	$57,411,086.47	
Provincial and Municipal Securities	792,721.29	
Miscellaneous Investments, Exhibit "C," Cost	23,677,035.76	
Assets in Lands and Properties, Exhibit "D"	99,463,661.37	
		181,344,504.89
WORKING ASSETS:		
Material and Supplies on hand	$23,799,762.26	
Agents' and Conductors' Balances	3,593,343.39	
Net Traffic Balances	1,602,008.72	
Imperial, Dominion and United States Governments, Accounts due for Transportation, etc.	1,163,748.30	
Miscellaneous Accounts Receivable	7,697,498.08	
Cash in hand	29,937,526.24	
		67,793,886.99
		$1,113,872,692.54

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LIABILITIES

CAPITAL STOCK:		
Ordinary Stock	$260,000,000.00	
Four per cent. Preference Stock	100,148,587.78	$360,148,587.78
FOUR PER CENT. CONSOLIDATED DEBENTURE STOCK	279,244,882.08	
LESS: Collateral as below	15,000,000.00	264,244,882.08
TEN YEAR 5% COLLATERAL TRUST GOLD BONDS (1934)		12,000,000.00
TWENTY YEAR 4½% SINKING FUND SECURED NOTE CERTIFICATES (1944)	$30,000,000.00	
LESS: Amount held by Trustee	958,353.24	29,041,646.76
MORTGAGE BONDS:		
Algoma Branch 1st Mortgage 5 per cent.		3,650,000.00
CURRENT:		
Audited Vouchers	$6,182,484.20	
Pay Rolls	3,621,003.73	
Miscellaneous Accounts Payable	6,219,382.46	16,022,870.39
ACCRUED:		
Rentals of Leased Lines and Coupons on Mortgage Bonds		751,129.67
EQUIPMENT OBLIGATIONS		8,850,000.00
RESERVES AND APPROPRIATIONS:		
Equipment Replacement	$6,548,135.96	
Steamship Replacement	14,836,698.81	
Reserve Fund for Contingencies and for Contingent Taxes	22,982,171.26	44,367,006.03
PREMIUM ON ORDINARY CAPITAL STOCK SOLD		41,502,075.86
NET PROCEEDS LANDS AND TOWNSITES		75,397,641.94
SURPLUS REVENUE FROM OPERATION		135,003,237.17
SPECIAL RESERVE TO MEET TAXES IMPOSED BY DOMINION GOVERNMENT		2,089,080.98
SURPLUS IN OTHER ASSETS		120,804,533.88
		$1,113,872,692.54

The price of the Canadian Pacific Railway Company stock is a further indication of the effect of Western rate reductions on the credit of that system. In 1921 the high level reached was $123.78. In 1926 it has reached $162.00.

Operations on the Canadian National Railways have been no less favourable, as the following statement issued by the Canadian National Railways indicates:—

CANADIAN NATIONAL RAILWAYS EARNED THIRTY-TWO MILLIONS NET IN 1925. AN INCREASE OVER 1924 OF $15,000,000. HANDLED GREATER VOLUME OF BUSINESS WITH REDUCED EXPENSE. STEADY DEVELOPMENT CONTINUING

The complete statement of operating results on the Canadian National Railways for the year 1925 has just been issued by Sir Henry Thornton, Chairman and President of the system. These figures show that the net earnings of the Canadian National during the last year were $32,264,414.79, as compared with $17,244,251.48 in 1924, or a net increase of $15,020,163.31.

During the twelve months ending December 31st, 1925, the operating ratio was 86.83 per cent. as compared with 92.68 per cent. in 1924, and 91.92 per cent. in 1923.

The final figures for 1925, compared with 1924, are:—

Operating Revenues		Operating Expenses		Net Earnings	
1925	$244,971,202.61	1925	$212,706,787.82	1925	$32,264,414.79
1924	235,588,182.55	1924	218,343,931.07	1924	17,244,251.48
Increase in 1925	$9,383,020.06	Decrease in 1925	$5,637,143.25	Increase in 1925	$15,020,163.31

The progress made by the National system under its present administration is shown by the following comparative figures:—

Operating Revenues		Net Earnings		Operating Ratio	
1922	$234,059,025.05	1922	$ 2,886,711.55	1922	$98.77
1923	253,135,487.61	1923	20,430,649.08	1923	91.92
1924	235,588,192.55	1924	17,244,251.48	1924	92.68
1925	244,971,202.61	1925	32,264,414.79	1925	86.83

That the improvement in the Canadian National Railways results is continuing is shown by the detailed figures covering the months of December, 1925, and January, 1926. In December, 1925, the gross earnings were $23,851,670.61, an increase of $4,534,934.06 as compared with December, 1924. Net earnings for the month of December, 1925, amounted to $5,348,209.95, an increase of $2,587,926.50 as compared with December, 1924. The operating ratio during December, 1925, was 77.58 per cent. as compared with 85.71 per cent. during the corresponding period of 1924.

For January, 1926, the operating results were:—

Operating Revenues		Operating Expenses		Net Earnings	
1926	$18,055,921.00	1926	$16,418,279.35	1926	$1,637,641.65
1925	16,716,468.00	1925	16,443,665.25	1925	272,802.76
Increase in Jan. 1926	$1,339,453.00	Decrease in Jan. 1926	$25,385.90	Increase in Jan. 1926	$1,364,838.89

It does not give the year 1921, but it shows that its annual net earnings had increased from $2,886,711.55 in 1922 to $32,264,414.79 in 1925, and shows 1925 as its banner year.

In the face of these figures, it is clearly shown that the Canadian Pacific Railway Company, operating through developed territory, is securing a much higher revenue from its Western business than it is securing from its Eastern business, and it shows that the Canadian National Railways need a greater volume of business in the West to secure the same results.

Reductions in rates, as far as they have gone, have proven a boon not only to the West but to Canada. They have proven of great assistance to the Railways as a factor

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in increasing their net returns. For that reason, without fear of doing the Railways any harm, but rather convinced that they, as well as the country at large, will benefit, are we not justified in asking for the complete removal of the discriminations complained of?

According to the statistics issued by the Statistical Department of the Department of Trade and Commerce, the tonnage originating and terminating in the Province of British Columbia in 1921 amounted to 8,000,000 tons. Due largely to the rate reductions secured in 1922, 1923, 1924, and 1925, a substantial increase in business has taken place, and in 1925, the Statistical Department of the Department of Trade and Commerce give the figure of originating and terminating tonnage in British Columbia as 12,000,000 tons, or an increase of 50% of the business done in 1921.

The statistics furnished by the Canadian Pacific Railway Company show that in the year 1921 its operating costs in British Columbia were as follows:

COSTS OF OPERATION IN BRITISH COLUMBIA
YEARS 1921 AND 1925

	Per Train Mile	Per Car Mile	Per Gross Ton Mile
1921	4.53	2.32	5.52
1925	3.51	1.66	3.76
	1.22	.66	1.76

The cost of operation has reduced nearly 30% on these factors, which are all factors which inevitably reduce in unit cost with an increasing volume of business.

The figures showing cost of operation are not accepted as the correct index of the cost of moving freight in British Columbia, but are merely taken to show the change which has followed an increase of traffic.

Canadian Railways need a greater volume of business, and one of the surest ways to bring that condition about is by opening up all Canadian channels of trade, and by conserving by proper rate structures as much Canadian business for Canadian Railways as is possible.

Charts of the movement of Canadian wheat are attached hereto and marked as follows:

"CHART 1" covering year 1909-1910
"CHART 2" " " 1912-1913
"CHART 3" " " 1915-1916
"CHART 4" " " 1919-1920
"CHART 5" " " 1921-1922
"CHART 6" " " 1922-1923
"CHART 7" " " 1923-1924

The rate structure in effect in Western Canada discriminating against the movement of grain via Canadian Pacific ports has established not only the Lake port of Fort William, but it has helped to build up the great American Lake port of Buffalo, and a great part of the attending business of moving the enormous Canadian grain crop to European and United Kingdom markets now makes greater trade and commerce for American Atlantic ports.

Much has been said by the Railways that their rates in Western Canada are not as high as the rates on similar lines operating in Western United States. Comparisons are always dangerous unless all the facts are known. There is no basis of comparing Western Railway operations in the United States and Canada. Conditions are entirely different. The Mountain area of Canada is negligible. On the Canadian National Railway it has completely disappeared. On the Canadian Pacific Railway it is a matter of minor consequence. In the British Columbia Division, which includes the Mountains, Westbound traffic encounters only 28 miles of Railway where grades are greater than those encountered on the Prairies between Calgary and Fort William. As against East-

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bound traffic the Canadian Pacific Railway Company overcomes all Mountain grades which have been reduced to a maximum of 2.2% in 54 miles of its system.

Attached hereto and marked Schedule "L," is a Relief Map showing the total area in Western United States and in Western Canada, marked in black above the 3000-foot level. An examination of this Relief Map will show that the Pacific Coast cities of the United States are not, nor can they ever be, an outlet for the Prairie grain areas of Western United States. The grain areas of the United States are naturally contiguous to the Great Lakes and to the Atlantic Seaboard, with the exception of that portion of Northern Idaho and the Columbia River Valley in Washington and Oregon, where a certain amount of soft grain is being produced today. A study of this map will show the favoured position which the Canadian Pacific Coast is in to function as a distributor for commodities either produced or consumed in Canada's Western grain area, and a careful examination of it will show that Western Canada's development depends upon the utilization of the Pacific Ocean as a highway to and from world markets. For that reason rate discriminations which are barriers to trade should be removed.

G. G. McGEER,
Counsel for the Government of the Province of British Columbia.

Schedule A

CERTIFIED COPY of a Report of the Committee of the Privy Council approved by His Excellency the Governor-General on the 5th June, 1925.

P. C. 886.

The Committee of the Privy Council have had under consideration the final disposition of the Petition to the Governor-in-Council of the Governments of the Provinces of Alberta, Saskatchewan, and Manitoba by way of an appeal from a General Order No. 408 of the Board of Railway Commissioners for Canada (hereinafter referred to as the "Board"), dated the 14th day of October, 1924, under which certain tariffs of the Canadian Pacific Railway Company and Canadian National Railways were disallowed and required to be withdrawn from operation.

In and by the said Petition the Petitioners seek to have the above-mentioned General Order of the Board rescinded and further to have the discrimination which would be created by the reinstatement of the tariffs disallowed by the Board removed by lowering other rates to the level of the rates in effect on Crow's Nest commodities, so-called, prior to the effective date of the said Order.

Upon the hearing it appeared that the Petitioners had appealed to the Supreme Court of Canada to have determined certain questions of law and jurisdiction of the Board arising in connection with the Board's General Order above-mentioned. The Committee, being of the opinion that, whatever the power of Council might be in the premises, it was essential that it should be advised as to the exact situation in reference to these questions of law and jurisdiction before finally disposing of this matter, and that the operation of the said General Order of the Board should be postponed pending the outcome of the said appeal to the Supreme Court, recommended in part that the said General Order of the Board be varied so as to provide that the tariffs therein referred to should again become operative and remain in effect until further order of the Board following the decision of the Supreme Court of Canada on the said appeal to it. Effect was given to this recommendation by the issue of Order-in-Council (P. C. 2220), dated the 25th day of December, 1924.

It appears that the Supreme Court of Canada, after argument in which were heard not only Counsel for the present petitioners and the Railway Companies interested, but also Counsel for the Province of British Columbia, the Maritime Provinces, the Cities of Edmonton, Alberta, and Saskatoon, Saskatchewan, and Brantford, Ontario, and after reserving judgment, directed that the questions submitted to it be answered as follows:

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QUESTION 1. Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize railway rates upon the railway of the Canadian Pacific Railway Company in excess of the maximum rates referred to in the Crow's Nest Pass Act, being Chapter 5, 60-61 Victoria, Statutes of Canada, and in the Agreement therein referred to, upon the commodities therein mentioned.

ANSWER. NO.

QUESTION 2. If the Court shall be of the opinion that the Crow's Nest Pass Act or Agreement is binding upon the Board of Railway Commissioners for Canada, then, according to the construction of the Crow's Nest Pass Act, Section 1, Clause (d), and the agreement made thereunder,

(a) 1. Are the rates therein provided applicable to traffic westbound from Fort William and from all points East of Fort William now on the Canadian Pacific Railway Company's railway?

ANSWER. NO.

(a) 2. Are such rates confined to westbound traffic originating at Fort William and at such points east of Fort William as were, at the date of the passing of the Act and (or) the making of the Agreement, on the Company's line of railway?

ANSWER. YES.

(b) Are such rates applicable to traffic originating at points east of Fort William which were, at the date of the passing of the Act and (or) the making of the Agreement, on any line of Railway owned or leased by or operated on account of the Canadian Pacific Railway?

ANSWER. In order that the traffic provided for by clause (d) should fall under that clause it must originate at Fort William or some point east thereof, which at the date of the agreement was "on the Company's railway."

(c) Are the rates therein provided applicable to traffic destined to points west of Fort William which are now on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

ANSWER. In order that the rates prescribed in Clause (d) should apply the destination of traffic otherwise within that clause must be a point which was, at the date of the agreement, "on the Company's main line or on (some) line of railway throughout Canada owned or leased by or operated on account of the Company."

(d) Are such rates confined to traffic destined to points west of Fort William which were, at the date of the passing of the Act or the making of the Agreement, on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

ANSWER. YES.

QUESTION 3. Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize rates upon the Canadian Pacific Railway on grain and flour from all points on the main line, branches or connections of the Company west of Fort William, to Fort William and Port Arthur, and all points east beyond the maximum rates specified in the Crow's Nest Pass Act and Agreement, and referred to, in Chapter 41, Statutes of Canada (1922)?

ANSWER. NO.

Upon the hearing before Your Excellency in Council it appeared that the re-establishment of the rates provided for in the Crow's Nest Pass Agreement upon the limited list of commodities and between the points specified therein had brought about considerable variations in the rates applicable thereto prior to the 7th July, 1924, and it was urged on behalf of a large section of the Dominion, and in particular by Counsel for the Cities of Edmonton, Alberta, and Saskatoon, Saskatchewan, and the Maritime Provinces, as well as representatives of responsible trade organizations in the Provinces of Ontario and Quebec that the establishment of these rates would disrupt the rate structure built up under the control of the Board since its creation, with consequent serious injury to trade relationships throughout the Dominion.

It was also urged that sources of supply had changed since the Agreement was made and that certain commodities which were formerly shipped in large quantities from Eastern Canada to the Prairie Provinces are now largely supplied either by local industries or from British Columbia, which latter Province, it was alleged, would be cut off from a large part of its natural market by the permanent restoration of the Crow's Nest rates.

It was further urged that the continuation of the Crow's Nest rates (so-called), would compel the Canadian National Railways to make similar reductions from all competitive points, and thus involve a serious loss in revenue to them which would have to be made up from other Government sources and further postpone the time when it would be possible to make any general rate readjustment or to solve satisfactorily the problem of the National Railways.

The Committee observe that the Agreement in question was made at a time when the Canadian Pacific Railway Company was the only company having a through line of railway extending through the Prairie Provinces and British Columbia, and before the creation of the Board for the control of railway rates under the provisions of the Railway Act of 1903 and subsequent Acts; and further, that the underlying purpose of the rate control inaugurated by the Railway Act of 1903 was to do away as far as possible with all unjust discriminations and undue preferences, and to secure a fair and reasonable rate structure, which, under substantially similar circumstances and conditions would be equal in its application to all persons and localities.

The Committee are of the opinion that the policy of equalization of freight rates should be recognized to the fullest possible extent as being the only means of dealing equitably with all parts of Canada, and as being the method best calculated to facilitate the interchange of commodities between the various portions of the Dominion, as well as the encouragement of industry and agriculture and the development of export trade.

The Committee are further of the opinion that to give effect to this policy, and considering the submissions made by Counsel and important trade organizations representing different Provinces and localities in the Dominion as to the disadvantages that would be suffered by such Provinces and localities by any partial or incomplete consideration of the freight rate structure, a thorough and complete investigation of the whole subject of railway freight rates in the Dominion should be carried out by the Board of Railway Commissioners, the body constituted by Parliament with full powers under statute to fix and control railway rates.

The Committee are further of the opinion that as the production and export of grain and flour forms one of the chief assets of the Dominion, and in order to encourage the further development of the great grain growing Provinces of the West, on which development the future of Canada in large measure depends, it is desirable that the maximum cost of the transportation of these products should be determined and known, and therefore are of opinion that the maximum established for rates on grain and flour, as at present in force under the Crow's Nest Pass Agreement, should not be exceeded.

The Committee are further of the opinion that before such investigation is undertaken it is essential to ensure that the provisions of the Railway Act in reference to tariffs and tolls and the jurisdiction of the Board thereunder, be unfettered by any limitations other than the provisions as to grain and flour hereinbefore mentioned.

The Committee therefore advise that the Board be directed to make a thorough

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investigation of the rate structures of railways and Railway Companies subject to the jurisdiction of Parliament, with a view to the establishment of a fair and reasonable rate structure, which will, under substantially similar circumstances and conditions, be equal in its application to all persons and localities, so as to permit of the freest possible interchange of commodities between the various Provinces and territories of the Dominion and the expansion of its trade both foreign and domestic, having due regard to the needs of its agricultural and other basic industries, and in particular to:—

(a) The claim asserted on behalf of the Maritime Provinces that they are entitled to the restoration of the rate basis which they enjoyed prior to 1919;
(b) The encouragement of the movement of traffic through Canadian ports;
(c) The increased traffic Westward and Eastward through Pacific Coast ports owing to the expansion of trade with the Orient and to the transportation of products through the Panama Canal.

The Committee further advise that legislation be introduced at the present Session of Parliament, making it clear that the provisions of the Railway Act of 1919 in respect of tariffs and tolls shall, save in the particular above mentioned, be operative notwithstanding any special Acts or Agreements and removing all doubts as to the validity of tariffs heretofore filed.

The Committee submit the same for Your Excellency's approval.

E. J. LEMAIRE,
Clerk of the Privy Council.

Schedule B

Fourth Session, Fourteenth Parliament, 15-16, George V, 1925

THE HOUSE OF COMMONS OF CANADA

BILL 181

An Act to amend The Railway Act, 1919.

1897, c.5, 1919, c.68, 1922, c.41.

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

Powers of Board continued.

1. Chapter Forty-one of the Statutes of 1922 is hereby repealed.

Power to fix rates.

2. Sub-section Five of Section Three Hundred and Twenty-five of The Railway Act, 1919, is hereby repealed.

1919, c.68.

3. Section Three Hundred and Twenty-five of The Railway Act, 1919, is amended by adding at the end thereof the following Sub-sections:—

Power to fix rates and to enforce fair and reasonable rate structure.

"(5) Notwithstanding the provisions of Section Three the powers given to the Board under this Act to fix, determine and enforce just and reasonable rates, and to change and alter rates as changing conditions or cost of transportation may from time to time require, shall not be limited or in any manner affected by the provisions of any Act of the Parliament of Canada, or by any agreement made or entered into pursuant thereto, whether general in application or special and relating only to any specific railway or railways, and the Board shall not excuse any charge of unjust discrimination, whether practised against shippers, consignees or localities, or of undue or unreasonable preference, on the ground that such discrimination or preference is justified or required by any agreement made or entered into by the Company; Provided that, notwithstanding anything

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Proviso as to rates on grain and flour.

1897, c.5.

in this subsection contained, rates on grain and flour shall, on and from the date of the passing of this Act, be governed by the provisions of the agreement made pursuant to Chapter Five of the Statutes of Canada, 1897, but such rates shall apply to all such traffic moving from all points on all lines of railway West of Fort William to Fort William or Port Arthur over all lines now or hereafter constructed by any company subject to the jurisdiction of Parliament.

Unjust discrimination or undue or unreasonable preference in rates on grain and flour.

"(6) The Board shall not excuse any charge of unjust discrimination, whether practised against shippers, consignees, or localities or of undue or unreasonable preference, respecting rates on grain and flour, governed by the provisions of Chapter Five of the Statutes of Canada, 1897, and by the agreement made or entered into pursuant thereto, within the territory in the immediately preceding subsection referred to, on the ground that such discrimination or preference is justified or required by the said Act or by the agreement made or entered into pursuant thereto."

Tolls in tariffs filed prior to Act, to be deemed lawful.

4. To remove doubts the tolls specified in tariffs filed at any time prior to the passing of this Act, with the Board in accordance with the provisions of The Railway Act, 1919, are and shall be deemed lawful tolls until varied by tariffs filed with the Board pursuant to this Act, notwithstanding the provisions of any Act or any Agreement, and notwithstanding any judgments or orders made at any time prior to the passing of this Act, with regard thereto.

EXPLANATORY NOTES

1. Chapter 41, 1922, which is to be repealed, reads as follows:—

Powers of Board continued.

"1. Subsection Five of Section Three Hundred and Twenty-five of The Railway Act, 1919, shall, notwithstanding the proviso thereof, remain in effect until the sixth day of July, 1923, and may be continued in force for a further period of one year by Order of the Governor-in-Council, published in the Canada Gazette; provided, that notwithstanding anything herein or in said Subsection Five contained, rates on grain and flour shall, on and from the sixth day of July, 1922, be governed by the provisions of the agreement made pursuant to Chapter Five of the Statutes of Canada, 1897."

Crow's Nest Agreement to apply to grain and flour.

2. Subsection Five of Section Three Hundred and Twenty-five of The Railway Act, 1919, c. 68, reads as follows:—

Powers to fix rates not limited.

"(5) Notwithstanding the provisions of Section Three the powers given to the Board under this Act to fix, determine and enforce just and reasonable rates, and to change and alter rates as changing conditions or cost of transportation may from time to time require shall not be limited or in any manner affected by the provisions of any Act of the Parliament of Canada, whether general in application or special and relating only to any specific railway or railways, and the Board shall not excuse any charge of unjust discrimination, whether practised against shippers, consignees, or localities, or of undue or unreasonable preference, on the ground that such discrimination or preference, is justified or required by any agreement made or entered into by the Company; Provided that this Subsection shall remain in force only during the period of three years from and after the date of the passing of this Act."

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Schedule C

ORDER No. 36769.

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

WEDNESDAY, THE 2nd DAY OF SEPTEMBER, A.D. 1925

HON. H. A. McKEOWN, K.C., Chief Commissioner

HON. FRANK OLIVER, Commissioner

IN THE MATTER of the application of the Province of British Columbia for an Order reducing the rates on grain and flour moving westward for export to the same rates, proportioned to distance, as the same would carry if moving eastward for export:

File No. 30686.2

Upon hearing the application at the sittings of the Board held at Vancouver, November 5th, 1924, in the presence of Counsel for the Provinces of British Columbia and Alberta, and the City of Vancouver, and representatives of the Canadian Pacific and Canadian National Railway Companies, the evidence offered and what was alleged; and upon reading the written submissions filed in support of the application and on behalf of the Canadian Pacific Railway Company objecting thereto—

IT IS ORDERED that the Canadian Pacific and the Canadian National Railway Companies file tariffs, effective not later than the 15th day of September, 1925, reducing the rates on grain and flour to Pacific ports within Canada, for export, to the same rates, proportioned to distance, as such grain and flour would carry if moving eastward for export.

(S'G'D.) H. A. McKEOWN,
Chief Commissioner,
Board of Railway Commissioners for Canada.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Examined and certified as a true copy under
Section 23 of "The Railway Act."

R. RICHARDSON,
Ass't. Secretary and Registrar of
Board of Railway Commissioners for Canada,

OTTAWA, September 2nd, 1925.

Schedule D

APPLICATION OF THE PROVINCE OF BRITISH COLUMBIA FOR AN ORDER REDUCING RATES ON GRAIN AND FLOUR MOVING WESTWARD FOR EXPORT TO THE SAME RATES, PROPORTIONED TO DISTANCE, AS THE SAME WOULD CARRY IF MOVING EASTWARD FOR EXPORT—

FILE No. 30686.2

THE CHIEF COMMISSIONER:

This matter was heard in Vancouver in November, 1924, before Mr. Commissioner Oliver and myself, but before the complete record was available, legislation was outlined dealing with grain rates, and a general freight rate revision was called for. It therefore seemed advisable that decision await forthcoming action by Parliament. While admit-

tedly this complaint is connected with the general subject above mentioned, yet in view of the fact that the situation is now fully developed as regards the commodities above specified, and, for the reason above noted, the matter has stood until another yearly grain movement is commencing, I think the parties in interest are now entitled to know the opinion of the Board upon the merits of the application, and a present pronouncement should be made.

The complaint of the Province of British Columbia is based upon a contrast between the schedule of rates charged for carriage of grain and flour from prairie points to Fort William and Port Arthur, as compared with ruling charges for like mileages to VANCOUVER, AND IT IS NOT DENIED THAT IN INSTANCES THE DISPARITY COMPLAINED OF EXISTS.

It has been shown that as regards places equi-distant between the Port of Vancouver and the ports at the head of Lake Superior, while some inequality exists, there is a fairly even break as between the east and the west. The following examples of mileages and rates are illustrative:—

From	To	Miles	Rate per 100 lbs.	Rate per Bushel
Highgate, Sask.	Fort William	1011	26c	15.6c
" "	Vancouver	1006	26c	15.6c
Reford "	Fort William	997	26c	15.6c
" "	Vancouver	993	26c	15.6c
Stranraer "	Fort William	1006	26c	15.6c
" "	Vancouver	1012	26c	15.6c
Phippen "	Fort William	1007	26c	15.6c
" "	Vancouver	1013	26c	15.6c
Cantuar "	Fort William	941	23c	13.8c
" "	Vancouver	994	25c	15.0c
Webb "	Fort William	949	23c	13.8c
" "	Vancouver	945	25c	15.0c
Southfork "	Fort William	979	24½c	14.7c
" "	Vancouver	979	26c	15.6c

It is also clear that certain places, a given distance from Vancouver, carry rates higher than those charged from points a like distance from Fort William and Port Arthur, and the following are cited as instances of such inequalities:—

From	To	Miles	Rate per 100 lbs.	Rate per Bushel
Calgary, Alta.	Vancouver	642	22½c	13.5c
Red Jacket, Sask.	Fort William	646	18c	10.8c
Gleichen, Alta.	Vancouver	694	22½c	13.5c
Oakshela, Sask.	Fort William	692	19c	11.4c
Edmonton, Alta.	Vancouver	766	22½c	13.5c
Invermay, Sask.	Fort William	769	20c	12.0c
Maple Creek, Sask.	Vancouver	881	24½c	14.7c
Ernford, Sask.	Fort William	884	22c	13.2c
Marshall, Sask.	Vancouver	944	25c	15.0c
Ceepee, Sask.	Fort William	943	25c	15.0c
Secretan, Sask.	Vancouver	1022	26c	15.6c
Kincorth, Sask.	Fort William	1025	24c	14.4c
Maymont, Sask.	Vancouver	1045	26½c	15.9c
Birling, Sask.	Fort William	1044	26c	15.6c
Grandora, Sask.	Vancouver	1074	28c	16.8c
Ribstone, Alta.	Fort William	1073	26c	15.6c

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WEDNESDAY, THE 2nd DAY OF SEPTEMBER, A.D. 1925

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HON. FRANK OLIVER, Commissioner

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BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Examined and certified as a true copy under
Section 23 of "The Railway Act."

R. RICHARDSON,
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THE CHIEF COMMISSIONER:

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It has been shown that as regards places equi-distant between the Port of Vancouver and the ports at the head of Lake Superior, while some inequality exists, there is a fairly even break as between the east and the west. The following examples of mileages and rates are illustrative:—

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In order to have before us the basis of the rates complained of, and to appreciate how the same were arrived at, it may be well to restate briefly the reasons which led up to the establishment of the present schedule, the fairness of which is now challenged.

The rates established by the Canadian Pacific Railway on grain and grain products to Vancouver for export, were based on a relationship to the grain rates to Fort William, the basis, roughly (and with some exceptions) being that from its main line and southern branches, rates to Fort William were applied to points of corresponding mileage to Vancouver, but with the addition of a constructive mileage for the mountain haul. From north main line stations and northern branches of the Canadian Pacific Railway there were established approximately the same rates as the Canadian National Railways apply from their main line stations of equal distance to Port Arthur, which were on a somewhat higher basis than the Canadian Pacific Railway Company's main line scale.

The rates to both Fort William and Port Arthur were increased along with the general increases in rates which resulted from the change in conditions brought about by the war.

As a result of an appeal to the Privy Council growing out of the Board's decision on what is known as the "40 per cent. increase" rate, Order-in-Council P. C. 2434, dated 6th October, 1920, directed an investigation as to railway rates and stated, inter alia, that:—

> "Very strong representations were made at the argument on appeal to the effect that the order continued and indeed intensified an unjust discrimination in rates, it being claimed that higher freight rates prevail generally in Western Canada, that is west of Fort William, than prevail in Eastern Canada, that is east of Fort William. It was strongly urged that the reasons, whatever they may have been, for this differential no longer exist, and that as a matter of public policy the principle of equalization of rates East and West should now be recognized. On the other hand it was urged that the competition arising out of lake and river transportation as well as out of lower competitive rates on Eastern United States lines compelled a somewhat lower scale in Eastern Canada than in Western Canada. Whether or not these reasons now obtain in any substantial degree is a question which requires minute and expert investigation such as can be best conducted by the Railway Commission itself and not by Your Excellency's advisers, but the committee is strongly impressed with the very great desirability of bringing about with the least possible delay equalization of Eastern and Western rates.
>
> "The Committee of the Privy Council therefore further recommend that as conditions have probably changed materially in recent years tending more and more to make equalization practicable, an inquiry by the Board be directed to be held at the earliest date with a view to the establishment of rates meeting to the utmost extent possible the above requirements as to equalization."

The Board conducted the investigation called by the Order-in-Council above referred to, the first sittings being held in Ottawa, 22nd November, 1920, and the hearings were concluded and the final argument took place at Ottawa in March, 1922. Thereafter the Board issued its judgment dated June 30th, 1922, which was implemented by General Order No. 366 of the same date.

The judgment and order last above referred to made no special finding or direction with regard to rates on grain to Vancouver for export. On July 6th, 1922, as a result of the enactment of Chapter 41 of the Statutes of the Parliament of Canada, 1922, the so-called Crow's Nest rates on grain from Prairie points to Port Arthur and Fort William were established by statute. Realizing that this would result in complaints against the spread or difference between eastbound movements to the Lake Superior ports and westbound movements to Vancouver, for export, the Board had conferences with the representatives of the Canadian Pacific and Canadian National Railway Companies, as a result of which the Railway Companies voluntarily made a general reduction in export rates between prairie points and the Pacific Coast ports of 20 per cent. These reductions were made effective August 1st, 1922.

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From the Board's Judgment dated June 30th, 1922, and its General Order No. 366 implementing the same, an appeal was taken to the Privy Council by the Attorneys-General of the Provinces of British Columbia and Alberta, and after argument, Order-in-Council P. C. No. 207, dated 2nd October, 1923, issued, as follows:—

> "The Committee of the Privy Council had under consideration a certain petition of the Governor in Council by the Attorney-General of the Province of British Columbia acting on behalf of the Province of British Columbia, and by the Attorney-General of the Province of Alberta acting on behalf of the Province of Alberta by way of appeal from a General Order of the Board of Railway Commissioners for Canada, dated the thirtieth day of June, 1922, made as a result of a general investigation and enquiry as to railway rates in Canada, directed by Order of the Governor-in-Council, dated the sixth day of October, 1920 (P. C. 2434), upon hearing Counsel for the petitioners for the Government of Manitoba and the Winnipeg Board of Trade and for the railway companies interested;
>
> "AND IT APPEARING that the question as to the rates on grain from points in the Provinces of Alberta, Saskatchewan and Manitoba to Vancouver and other British Columbia Coast points for export was not specifically dealt with in the said judgment of the Board;
>
> "The Committee, therefore, recommends that the subject of the said Export Grain rates from points in the said Provinces to Vancouver and other British Columbia Coast points be referred to the said Board for immediate determination and such effective action as it may deem necessary.
>
> "The Committee further recommends that the Order-in-Council of the twelfth day of September, 1923 (P. C. 1848), be rescinded.
>
> "All of which is respectfully submitted for Your Excellency's approval."

As a result of the above-mentioned Order-in-Council, the Board issued its General Order No. 384, dated 10th October, 1923, ordering that the current rates on grain and grain products to Pacific Coast ports for export be reduced uniformly ten per cent., effective not later than October 22nd, 1923. The rates prescribed by this Order are those now in effect (except as to Edmonton, Dunvegan and British Columbia Railway points, which were subsequently reduced), and which were the subject of this complaint heard in Vancouver in November last.

It may also be mentioned that dealing with this rate appeal, Order-in-Council P. C. 2166 was issued, dated 24th October, 1923, which sets out that the question of export grain rates from Prairie points to Vancouver was specifically dealt with by Order-in-Council of 2nd October, 1923, P. C. 2007, and recommended that all other subjects of complaint referred to in the said petition be also referred to the Board of Railway Commissioners for action thereon.

From the above, it is evident that the tolls now in force were considered by the Board as just and fair, having regard to the conditions prevailing, and recognizing what is known as the "Mountain scale," for which a figure greater than the Prairie rate is charged, and there the matter rests at the present time. SPEAKING GENERALLY, IT IS CORRECT TO SAY THAT DIFFERENCES UPON THE LINES OF THE CANADIAN PACIFIC RAILWAY AS BETWEEN GRAIN RATES EAST AND WEST MAY BE ACCOUNTED FOR BY THIS INCREASED MOUNTAIN SCALE OF ONE AND A QUARTER TO ONE, AS AGAINST THE PRAIRIE RATE. THE EASIER GRADIENTS OF THE CANADIAN NATIONAL RAILWAY SEEM TO AFFORD NO REASON FOR SUCH DIFFERENCES UPON THE LAST-MENTIONED LINE. AS THE MATTER IS NOW PRESENTED TO MR. COMMISSIONER OLIVER AND MYSELF IN THIS APPLICATION, HAVING REGARD TO THE LEGISLATION AND DIRECTIONS OF THE ORDERS-IN-COUNCIL, I THINK IT IS INCUMBENT UPON US TO GIVE

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CONSIDERATION TO THE SUBJECT IN THE LIGHT OF PARLIAMENTARY ACTION HAD SINCE THE ABOVE JUDGMENT WAS PRONOUNCED.

Previous to the Railway Act amendment of June, 1925, the condition of affairs as between the western and Eastern ports in their competition for grain and flour export, was that the latter had the benefit of the Crow's Nest rates applied to such commodities moving eastward from points of loading west of Fort William in existence in 1897, although in actual practise a wider construction was put upon the terms of such agreement. But, by the amendment of 1925, such rates now apply to grain and flour "moving from all points on all lines of railway west of Fort William, to Fort William or Port Arthur, over all lines now or hereafter constructed by any company subject to the jurisdiction of Parliament." In the presence of this legislation, giving rise, it is claimed to conditions as against the western ports more onerous than have heretofore existed, it is, I think, the duty of the Board to give effect to provisions of the Railway Act calling for the removal of unjust discrimination, as well as to the instructions of the Order-in-Council, and to provide to all points, whether east or west, an equality as far as the same may be within its power to do so. I do not think it can be denied that the maintenance of the present inequality places the western ports at a serious disadvantage and gives colour and substance to the complaint of injustice. WHILE IT MAY BE SAID THAT PARLIAMENT COULD VERY EASILY HAVE COVERED THE WESTERN SITUATION BY LEGISLATION, IT DOES NOT SEEM TO ME THAT SUCH STATEMENT IS CONCLUSIVE, BUT RATHER IT IS FOR US TO CAREFULLY SCAN THE RECENT LEGISLATION, AND THE DIRECTIONS OF ORDER-IN-COUNCIL P. C. 886, NOT ONLY TO SEE WHETHER THE BOARD'S POWERS ARE SUFFICIENT TO MEET THE SITUATION (AS I THINK THEY ARE), BUT ALSO TO SEE WHETHER THE SPIRIT OF SUCH LEGISLATION DOES NOT DIRECT US TO DO SO. IF NOT, THE INSTRUCTIONS ISSUED TO THIS BOARD UNDER THIS ORDER-IN-COUNCIL APPEAR MEANINGLESS AS REGARDS THIS PHASE OF THE PROBLEM. IT IS NOT NECESSARY TO EMBODY THE WHOLE ORDER-IN-COUNCIL IN THESE REASONS FOR JUDGMENT. THE OBJECTIVE WHICH IT HAS IN VIEW IS:— "THE ESTABLISHMENT OF A FAIR AND REASONABLE RATE STRUCTURE WHICH WILL, UNDER SUBSTANTIALLY SIMILAR CIRCUMSTANCES AND CONDITIONS, BE EQUAL IN ITS APPLICATION TO ALL PERSONS AND LOCALITIES, ETC." THIS CARRIES WITH IT AN OBLIGATION TO EFFECTIVELY IMPLEMENT SUCH INSTRUCTIONS, WHICH TO MY MIND ARE UNAMBIGUOUS. NO ACTION ON THE PART OF THE BOARD CAN PRODUCE SUCH RESULT UNLESS IT DIRECTS THAT SUCH RATES REALLY BE EQUALIZED, WHETHER THE TRADE MOVES IN AN EASTERLY OR IN A WESTERLY DIRECTION.

If this application had to do with commodities other than grain and flour, it would not seem to be necessary to dispose of it prior to a report involving whatever changes are generally necessary, but the grain business of Canada is of sufficient importance to call for special legislation concerning the rates charged for transportation of grain and flour. Irrespective, almost, of the cost of transportation it is decreed that this national asset must find its way to market, so far as railway carriage is concerned, at a rate substantially lower than other commodities bear. I do not think it can be contended that such action is founded on a desire or intention to aggrandise one part of the country at the expense of another, but rather for the reason that the enormous national value of the grain production of Canada justifies such procedure.

Although in the legislation referred to mention is made of the volume of trade moving in an Eastern direction only, nevertheless in view of the reasons upon which such legislation is based, and of the direction to equalize rates and do away with unjust discrimination, contained in the Order-in-Council and in the Railway Act, it seems to me that when dealing with the same commodities, we would be wholly turning our backs upon the true intent and meaning of such legislation and instructions, IF EQUAL TREATMENT WERE REFUSED TO THE WESTWARD FLOW. As before

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remarked, the difference between eastward and westward rates is, substantially, the Mountain differential. When it is remembered that this handicap does not exist over the Canadian National line of railway, the maintenance of such surcharge over the last-named railway line cannot be justified, however reasonable it be as regards the Canadian Pacific line. But two sets of rates cannot obtain over competing lines, and it is the existence of the Mountain haul in the one instance, and its absence in the other, that makes the whole British Columbia freight rate business difficult. It is impracticable from a railway standpoint to say "let there be a differential on the one line where the reason for it exists, but not on the other where the gradients give no justification for it." If, in fairness to the Canadian Pacific Railway Company the differential be continued, we have the Canadian National Railway hauling grain westward, over a portion of its line of no more difficult grade than its line eastward, and maintaining a causeless preference in favour of the latter haul as against the freight going west. Such procedure is, in my opinion, not only at variance with the instructions of the Order-in-Council above referred to, but out of line with the general provisions of the Railway Act upon that subject, and in the face of the instructions which we now have, I cannot see how such inequality and discrimination are to be justified or that they should be allowed to continue.

Turning now to the other side of the dispute, it is clear that the railways base their opposition to the application upon the loss of revenue involved in acceding to the request of the Government of British Columbia.

By a series of decisions of this Board it has been held that just and reasonable tolls mean tolls reasonable and just from the standpoint not only of the producer, but also from the point of view of the railways—having regard to the revenue necessary to enable them to operate successfully and including a fair return on the investment made.

It is not open to anyone to criticize or find fault with the principle involved in such decisions, and, under the conditions which prevailed fifteen or twenty years ago, these two considerations then marched fairly well abreast, but in the dislocation consequent upon the events of years which have intervened, this alignment, if not altogether lost, is not by any means as apparent.

The Board is now upon the eve of a general investigation and inquiry concerning freight rates with certain well defined objects in view. If during this work the Board is confronted by the fact that sufficient income for the preservation and maintenance of railway property necessitates freight charges under which business may not be successfully carried on, the Board cannot content itself by ending its journey in an impasse, but rather, in my opinion, by uncovering all the facts and conditions involved in this reference it may assist, to that extent, in finding a way out; and while the ultimate steps necessary to such an end may be outside the powers of this Board, yet the consideration of what is involved in this reference should, and I think will, help to show some of the things essential to that purpose. If the amount of railway revenue necessary to be raised in order to be fair and just to the railways from their standpoint, imposes upon business generally a burden which stifles industry and makes work unprofitable, an adjustment is necessary somewhere. THE DIFFERENT SECTIONS OF THE COUNTRY MUST BE ENABLED TO TRADE, TO SHIP, TO CARRY ON BUSINESS, AND A SERIES OF SCHEDULES MUST BE ELABORATED WHICH WILL NOT FETTER THE COUNTRY'S INDUSTRIAL ACTIVITY, BUT UNDER WHICH IT CAN BREATHE AND FLOURISH. But if in order to deal with the railways in a just and reasonable way and to put them in possession of sufficient revenue to carry on business, having regard to all their obligations, it be shown that extraneous aid should be afforded, the decisive question will be whether such aid should be so provided, or the business of the country be injured and retarded. In the investigation now about to be carried on by the Board, many of the necessary facts will, I think, be disclosed with sufficient clearness to assist in a decision upon this matter. In the presumption that the two considerations above mentioned as being at the bottom of our rate structure are not now in line, it would seem that any relief to business conditions in the form of reduced railway rates must be accompanied by some provision for

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supplementing railway revenue or by some other action, for the loss of revenue involved in granting applications of this nature, is substantial. It is open to the Board to grant rates which will produce sufficient revenue for transportation companies, and subject to legislation, it is to be presumed that the Board will be expected to continue such course unless their revenues are supplemented in some other way if that be necessary.

The suggestion has been made from different quarters that the Board defer judgment in this matter until the work of the general freight rate revision be completed, on the ground that it is part of the general subject of rate revision and should be dealt with jointly with all other matters and localities involved. Having regard to the wide scope of inquiry, it would be unwise, I think, as a rule of procedure, to detach individual complaints and make pronouncement upon them. But the case of British Columbia has already been the subject of inquiry regularly started and carried on by the Province interested; a hearing was held nearly a year ago; judgment has been deferred until the effect of legislation then pending might be determined; and I do not see how the general inquiry will be embarrassed by the disposal of this particular subject. I think, perhaps, that many of those so objecting are unaware that in this present case British Columbia's complaint has been already heard as above outlined.

But apart from that, it is quite within the range of probability that action will have to be taken by the Board in other directions to meet situations which the interests of various localities in Canada may demand. Before many weeks the coal situation may require that rates from Alberta and Maritime coal mines to Quebec and Ontario be adjusted to meet the needs of the inhabitants of these two last-named Provinces. A present refusal to deal with the British Columbia situation on the grounds urged, would logically entail a denial of coal rate adjustment until conclusion of the general rate revision unless a different treatment is to be accorded to one province than to another. I am unwilling to assent to the view that, pending complete revision, the Board must cease to function in necessary cases, or that its action should be fettered as above suggested. If effect be given in this instance to protests from localities not immediately concerned, the Board could hardly turn its back upon similar protests from British Columbia, should they be made, protesting against immediate relief which other places might imperatively need.

I think this application should be allowed and the Canadian Pacific and Canadian National Railways should file rates, effective not later than the fifteenth day of September, 1925, reducing the rates on grain and flour to Pacific ports within Canada for export, to the same rates, proportioned to distance, as such grain and flour would carry if moving eastward for export, and such Order will be made accordingly.

(Sgd.) H. A. McKEOWN.

OTTAWA, September 2nd, 1925.

"I concur"
(Sgd.) F. O.

Schedule E

JUDGMENT OF CHIEF COMMISSIONER OF BOARD OF RAILWAY COMMISSIONERS AS REPORTED AT PAGE 8002 OF THE RECORD OF THE APPLICATION OF THE PROVINCE OF BRITISH COLUMBIA FOR REDUCTION IN RATES ON GRAIN AND FLOUR HEARD IN VANCOUVER ON NOVEMBER 14th, 1924

THE CHIEF COMMISSIONER: This matter, which was under discussion last evening, has been taken into consideration by Mr. Commissioner Oliver and myself during the adjournment.

It is to be regretted that the Canadian Pacific Railway Company is not in a position to either call witnesses or submit its authorities to us at the present time, but we do not

think that those applications should be indefinitely delayed, nor that they should be adjourned to the East for hearing. We have looked carefully over the files as compiled, and we find that the notice of this hearing—that is to say, the application of the Province of British Columbia to reduce the rates on grain moving Westward for export, to the same rates, in proportion to the distance, that the same grain would bear if moving Eastward for export—was certainly not definite, and we think that there is some reason in what Mr. Lanigan has urged, that he is not prepared for the argument and consideration of it, and consequently with reference to it we have determined that there shall be no further hearing, but that the Canadian Pacific Railway Company will be permitted, through its Counsel, to file a written argument, which will be given consideration, and that that argument must be filed by the first day of December. Immediately upon its being filed the Board will take into consideration all that has been alleged on the one side, and all that will be found in that argument on the other, and at the earliest possible moment will come to a conclusion in both of these cases.

We think that the application for a reduction of the rate on grain for domestic consumption, while it is not on all fours with the other, yet it is bound up to some extent with it, and consequently for the short time which will intervene between now and the first of December we will hold both of these cases in abeyance and determine them as soon after the first of December as is at all possible.

MR. HATELY: Mr. Chairman, I suppose the Canadian National Railways may also file their argument in answer?

THE CHIEF COMMISSIONER: Certainly. Within the same limit of time.

MR. HATELY: May I also ask when the shorthand reporter expects to have the record in these cases available?

THE CHIEF COMMISSIONER: I think you had better not wait until you get the record before you file your argument. The reporter tells me that it will not be available until after the first of the month.

Schedule F

C.P.R. TARIFFS ON GRAIN AND FLOUR

No. 236, Sept. 5, 1893,
No. 494, Aug. 1, 1898,
No. 543, Sept. 1, 1899,
And Supplement, Sept. 27, 1899.

C.P. Ry. No. 494, M.& N.W. Ry. No. 87, L.M.R.& C. Co. No. 38, G.N.W.C. Ry. No. 87.

CANADIAN PACIFIC RAILWAY
Lines West of Lake Superior.
MANITOBA & NORTH-WESTERN RAILWAY
LAKE MANITOBA RAILWAY & CANAL CO.
and
GREAT NORTH-WEST CENTRAL RAILWAY

SPECIAL TARIFF
—on—
GRAIN, FLOUR, OATMEAL, MILL STUFFS, FLAX SEED, OILCAKE, POTATOES AND HAY
In Carloads.
From Stations on the above Railways in Manitoba, Assiniboia, Saskatchewan and Alberta
—to—
Keewatin, Rat Portage, West Fort William,
Fort William and Port Arthur.

EFFECTIVE AUGUST 1ST, 1898.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051421

Superseding C.P.R. Tariff No. 236, M. & N. W. Ry. Tariff No. 55, L.M.R. & C.CO. No. 5, G.N.W.C. Ry. No. 32, October 11th, 1891.

H. F. FORREST,
Recr. & Mgr. G.N.W.C.Ry.,
Brandon, Man.

A. McDONALD,
A.G.F.A., G.& N.W.Ry.,
Winnipeg, Man.

D. B. HANNA,
Supt. L.M.R.& C.CO.,
Winnipeg, Man.

G. M. BOSWORTH,
Freight Traffic Mgr. C.P.Ry.,
Montreal, Que.

ROBT. KERR,
Traffic Mgr. C.P.Ry.
Montreal, Que.

98-8973

Issued by R. Kerr, at Winnipeg, July 28th, 1898.

2000

SPECIAL NOTICE.

1. Grain in bulk shipped under this tariff to Fort William and Port Arthur will only be received subject to Elevator delivery and must be so receipted for.

2. The rates to Fort William must not be exceeded to any intermediate station on the direct line of transit.

3. Grain may be "milled in transit" at intermediate stations on the direct line of shipment to Keewatin, Rat Portage, West Fort William, Fort William and Port Arthur, and stations on the North shore of Lake Superior enumerated herein. The grain when shipped to the mill, will be charged the current local grain rate and the same tonnage in flour and offal will be forwarded at balance of the through rate from point of origin of the grain to final destination, with one per cent. per 100 lbs. added for terminal service at the mill, provided shipment is made within six months from receipt of the grain at the milling station, otherwise regular published rates will apply.

4. Freight charges on grain received at the Company's Elevators at Fort William for storage, subsequent to the close of the Upper Lake Navigation, must be paid on arrival, otherwise interest will be charged on outstanding accounts at the rate of six per cent. per annum. Interest will also be charged from the date of the close of the Upper Lake Navigation at the same rate on unpaid freight charges on grain received previous to the close of Upper Lake Navigation, and the same will be collected with freight, storage and other charges, upon delivery of the grain.

5. The term during which interest will be charged on unpaid freight accounts will be from the close to the opening of Upper Lake Navigation.

MAXIMUM AND MINIMUM WEIGHTS

The maximum weight will be the stencilled capacity of the car.
The minimum weight for standard 40,000 lb. cars will be 36,000 lbs.
The minimum weight for standard 60,000 lb. cars will be 56,000 lbs.

EXCEPTIONS

Loaded in cars. 60,000 lbs. capacity.	Loaded in cars. 40,000 lbs. capacity.
50,000 lbs. Flour in bbls.	30,000 lbs.
50,000 lbs. Bran and Shorts in straight or mixed carloads	30,000 lbs.
24,000 lbs. Hay	20,000 lbs.

Note.—The above requirements will be waived when cars having a less capacity than 40,000 lbs. are provided. In such cases actual weight, but not less than 24,000 lbs. will be accepted. Cars without stencilled capacity will be considered as having a capacity of 24,000 lbs.

To obtain through rates to the following stations on the North Shore of Lake Superior, West of Chapleau, add the undermentioned arbitraries to Fort William rate:—

Bill direct on destination at sum of the rates.

STATIONS	Cents per 100 lbs.
* Amyot	17
* Black River	11
* Bolkow	19
* Bremner	15
* Brunel	19½
* Cae Lake	14
* Carry	19
* Curney	9½
* Denison	16
* Dalton	19
Esher	19½
* Fire Hill	8½
* Girdwood	17
* Grasset	17½
* Gravel River	10
Heron Bay	13
Jack Fish	12
* Lochlash	18
* Loon Lake	5
* Mackenzie	4½
* McLean	4
* Mazokama	9
* Middleton	12½
* Melgund	13
* Montizambert	15
* Missanabie	18
Nipigon	8
* Ouimet	8
* O'Brien	16
* Otter	18
Pardee	19½
* Pays Plat	10
* Pearl River	6
Peninsula	13
Port Coldwell	12½
Ross Port	10
Schrieber	11
* Steel Lake	12
* Trout Lake	7½
* Tradeau	15
White River	16
* Windermere	19½
* Williams	17½
* Winstone	11
* Wolf River	7½

*No. Agent. Freight must be paid.

051422

CANADIAN PACIFIC RAILWAY
Lines West of Lake Superior
MANITOBA & NORTH WESTERN RAILWAY
LAKE MANITOBA RAILWAY & CANAL COMPANY
—and—
GREAT NORTH-WEST CENTRAL RAILWAY.

STATIONS	Cents per 100 lbs.
(Main Line)	
Selkirk	15½
* Gonor	15½
Bird's Hill	15½
† Winnipeg	E. 15½
* Bergen	16½
Rosser	16½
* Meadows	16½
† Marquette	16½
Reaburn	16½
Poplar Point	E. 16½
High Bluff	E. 16½
† Portage la Prairie	E. 16½
Burnside	E. 17½
Bagot	E. 17½
† MacGregor	E. 17½
† Austin	E. 17½
Sidney	E. 17½
* Melbourne	E. 17½
Carberry	E. 17½
Sewell	E. 17½
Douglas	E. 17½
Chater	E. 17½
† Brandon	E. 17½
Ramnay	E. 18½
Alexander	E. 18½
Griswold	E. 18½
† Oak Lake	E. 19½
* Routledge	19½
† Virden	E. 19½
* Hargrave	E. 19½
† Elkhorn	E. 19½
Fleming	E. 19½
Moosomin	E. 19½
* Red Jacket	19½
† Wapella	E. 19½
* Burrows	19½
† Whitewood	E. 19½
* Perceval	19½
Broadview	19½
* Oakshella	20½
Grenfell	E. 20½
* Summerberry	20½
† Wolseley	E. 20½
Sintaluta	E. 20½
Indian Head	E. 20½
Qu'Appelle	E. 20½
* McLean	E. 21½
Balgonie	E. 21½
* Pilot Butte	21½
† Regina	E. 21½
* Grand Coulee	21½
Pense	E. 21½
* Beddington	28½
* Airdrie	28½
* Crossfield	28½
* Carstairs	29½
* Didsbury	29½
Olds	29½
* Bowden	29½
Innisfail	30½
* Penhold	30½
Red Deer	E. 30½
† Blackfalds	30½
(Main Line)	
* Belle Plaine	21½
* Pasqua	21½
Moose Jaw	E. 21½
* Boharm	E. 22½
* Caron	E. 22½
* Mortlach	22½
Parkbeg	22½
* Secretan	23½
* Chaplin	23½
* Ernfold	23½
* Morse	23½
* Herbert	23½
Rush Lake	23½
* Waldeck	23½
* Aikins	23½
Swift Current	23½
* Leven	24½
* Goose Lake	24½
* Antelope	24½
* Gull Lake	24½
* Carmichael	24½
* Tompkins	24½
* Sidewood	24½
* Crane Lake	24½
* Colley	24½
Maple Creek	24½
* Kincorth	25½
* Forres	25½
* Walsh	25½
* Irvine	25½
Dunmore	25½
Medicine Hat	25½
* Stair	25½
* Bowell	25½
* Suffield	25½
* Langevin	25½
* Kininvie	25½
* Tilley	26½
* Bantry	26½
* Castles	26½
* Southesk	26½
* Latham	26½
* Bassano	26½
* Crowfoot	26½
* Cluny	26½
Gleichen	26½
* Namaka	27½
* Strathmore	27½
* Cheadle	27½
* Langdon	27½
* Shepard	27½
† Calgary	E. 27½
(Emerson Line)	
St. Boniface	16½
* St. Norbert	16½
* Niverville	E. 16½
Otterburne	E. 16½
* Dufrost	16½
* Arnaud	16½
Dominion City	E. 16½
† Emerson	E. 16½
(Prince Albert Branch)	
* Wascana	21½
Lumsden	E. 21½
* Disley	21½
* Bethune	22½
* Findlater	22½
* Chamberlain	23½
* Ailsbury	23½
* Craik	24½
* Girvin	24½
* Finsbury	25½
* Bladworth	25½
* Bornington	26½
* Hanley	26½
* Dundurn	27½
* Grindly	27½
Saskatoon	27½
* Clark's Crossing	28½
* Osler	28½
* Hague	28½
† Rosthern	29½
Duck Lake	29½
Roddick	29½
* Macdowall	30½
* Clouston	30½
† West Pr. Albert	30½
† Prince Albert	E. 30½
(Macleod Branch)	
Dunmore Jct.	25½
* Bulls Head	25½
* Seven Persons	25½
* Whitla	25½
* Winnifred	25½
* Bow Island	25½
* Burdette	25½
* Grassy Lake	26½
* Purple Springs	26½
* Wetmore	26½
* Woodpecker	26½
* Chin	26½
* Coaldale	26½
Lethbridge	26½
* Whoop Up	27½
* Kipp	27½
* Pearce	27½
Macleod	27½
* Deleau	E. 19½
* Findlay	E. 19½
Pipestone	E. 19½
Reston	E. 19½
(Manitoba & North Western Rly.)	
* Macdonald	E. 17½
Westbourne	17½
* Woodside	17½
† Gladstone	E. 17½
* Midway	E. 17½
† Arden	E. 17½
† Neepawa	E. 17½
* Franklin	E. 17½
† Minnedosa	E. 17½
* Riverdale	E. 18½
† Rapid City	E. 18½
* Baswood	18½

*No Agent. E.—Elevator. †Flour Mill.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051423

FROM		Cents per 100 lbs.
(Main Line)		
Lacombe		30½
* Morningside		30½
* Ponoka		30½
* Hobbema		31½
Wetaskiwin	E.	31½
* Millett		31½
* Leduc	E.	31½
* Otaskawan		31½
Edmonton	E.	31½
(Macleod Branch)		
* Midnapore		28½
* DeWinton		28½
Okotoks		28½
* High River		28½
* Cayley		29½
Nanton		29½
Stavely		28½
Claresholm		28½
* Leavings		28½
(Souris Branch)		
* Beresford	E.	18½
† Souris	E.	18½
* Menteith Jct.		19½
* Menteith	E.	19½
† Hartney	E.	19½
† Lauder	E.	19½
Napinka	E.	19½
† Melita	E.	19½
Elva	E.	19½
Pierson	E.	19½
Cainsboro	E.	19½
Carievale	E.	19½
Carnduff	E.	19½
* Glen Ewan	E.	19½
† Oxbow	E.	19½
Alemeda	E.	19½
* Frobyshire		19½
* Hirsch		20½
Bienfait		20½
Estevan		20½
(Souris Branch N.W. Extension)		
North Portal		21½
Roche Percee		21½
* Macoun		21½
* Halbrite		21½
* Weyburn		21½
* Yellow Grass		21½
* Milestone		21½
* Rouleau		21½
* Drinkwater		21½

FROM		Cents per 100 lbs.
(Stonewall Branch)		
Stony Mountain		16½
† Stonwall	E.	16½
* Middlechurch		16½
(Selkirk Branch)		
* Parkdale		16½
* Lower Ft. Garry		16½
† West Selkirk		16½
(Pembina Branch)		
* St. James		16½
* Fort Whyte		16½
LaSalle		16½
* Shanawan		16½
* Osborne		16½
* McTavish		16½
Morris	E.	16½
Rosenfeld	E.	16½
Altons	E.	16½
† Gretna	E.	16½
† Plum Coulee	E.	16½
¶ Winkler	E.	16½
† Morden	E.	16½
Thornhill	E.	16½
* Darlingford		17½
† Manitou	E.	17½
† La Riviere	E.	17½
* First Siding		17½
Pilot Mound	E.	17½
† Crystal City	E.	17½
Clearwater	E.	17½
* Mather		17½
Cartwright	E.	17½
† Holmfield	E.	17½
† Killarney	E.	18½
Ninga	E.	18½
† Boisevain	E.	18½
* Whitewater	E.	19½
Deloraine	E.	19½
* Medora		19½
* Headingly		16½
Starbuck		16½
* Fannystelle		16½
* Culross		16½
Elm Creek		16½
* Barnsley		16½
† Carmen	E.	16½
(Southwestern Branch)		
* St. Claude		16½
Rathwell	E.	17½
† Treherne	E.	17½
† Holland	E.	17½
Cypress River	E.	17½
† Clenboro	E.	17½
Stockton	E.	17½
* Treeshank	E.	17½
* Banting	E.	17½
Methven	E.	17½
Neabitt	E.	17½
Carroll	E.	17½

FROM		Cents per 100 lbs.
(Manitoba & Nr. West. Ry.)		
Newdale		18½
Strathclair	E.	19½
Shoal Lake	E.	19½
* Kelloe		19½
Solsgirth		19½
† Birtle		19½
* Foxwarren		19½
† Binscarth		19½
† Russell		19½
* Harrowby		19½
Langenburg		19½
* Churchbridge		19½
* Brendenbury		19½
Saltcoats		19½
* Rokeby		20½
Yorkton		20½
(L.M.R. & C. Co.)		
* Ogilvie		17½
Plumas		17½
* Glenella		17½
* Glencairn		17½
* Elliott		17½
* Laurier		18½
* Makinak		18½
* Ochre River		19½
Dolphin		19½
* Valley River		19½
* Sifton		19½
* Fork River		19½
Winnipegosis		19½
(G.N.W.C. Ry.)		
* Forest		18½
* Varcoe		18½
Rapid City		18½
* Pettapiece		19½
Oak River		19½
Hamiota		19½

*No Agent. E.—Elevator. †Flour Mill.

CANADIAN PACIFIC RAILWAY COMPANY
LINES WEST OF LAKE SUPERIOR.

FORT WILLIAM ELEVATORS
CAPACITY 5,250,000 BUSHELS

ELEVATING AND STORAGE RATES
Effective Sept. 1st, 1894.

051424

SUMMER STORAGE

Elevating (including 20 days' storage) per bushel	¾c
Storage for each succeeding 30 days or part thereof, per bushel	½c
Cleaning and Blowing, per bushel	¾c

Orders for shipment must be given in writing and accompanied by Original Railway Shipping Receipt or Warehouse Receipts, covering quantity of grain so ordered out.

REGULATIONS AND CONDITIONS

1. Grain intended for Elevators must be so consigned.
2. The Company will not receive unsound or badly cleaned grain in bulk for transmission to their Elevators.
3. Grain in bulk will not be carried in less quantity than a calroad. The Company will not be responsible for the correctness of weights of the bulk grain inserted in receipt notes by shippers, nor for any quantity other than actually received at and weighed into the elevators, except in cases of loss by accident to cars or train while in transit.
4. All grain, before being received into the Elevators, will be inspected by the official inspector, who will grade same, after which it will be placed in bins with other grain of similar kind and grade, and the person entitled to receive the grain received at the elevators will then be entitled to claim only grain of a similar kind and grade, subject to the other conditions.
5. All grain, received into the Company's Elevators will be subject to inspection, and the Inspector's regular fees will be charged upon it in addition to elevating and storage charges.
6. The Company will not assume any responsibility for loss or damage by fire, heating, the acts of Providence, etc., the same being solely at the owner's risk.
7. In the event of grain showing signs of heating the Official Inspector may order the same to be re-elevated to prevent deterioration, in which case the Company will make an additional charge for such service.
8. Warehouse receipts will be issued, on payment of freight charges, for all grain when received and weighed into the Company's Elevators. No transfer of such receipts will be recognized by the Company, nor shipments made unless upon endorsement thereof, and upon presentation of the same to be cancelled.
9. All charges for freight, storage, etc., must be paid before shipment.

Watch the condition of your grain, and keep it insured, as the Company is not responsible for damage or shortage by heating, nor for damage or loss from fire, etc.

C.P. Ry. No. 236, M.& N.W. Ry. No. 55, G.N.W.C. Ry. No. 32.

CANADIAN PACIFIC RAILWAY COMPANY
Western and Pacific Divisions.
THE MANITOBA & NORTH-WESTERN RAILWAY
—and—
THE GREAT NORTH-WEST CENTRAL RAILWAY

SPECIAL TARIFF
—on—
GRAIN, FLOUR, OATMEAL, MILLSTUFFS,
FLAXSEED, OILCAKE, POTATOES AND HAY,
in carloads,
From Stations on the above Railways in Manitoba,
Assiniboia, Saskatchewan and Alberta.
—to—
KEEWATIN, RAT PORTAGE,
WEST FORT WILLIAM, FORT WILLIAM
and
PORT ARTHUR

EFFECTIVE SEPTEMBER 5th, 1893.
Superseding C.P.R. Tariff No. 189 and M.& N.W. Ry. Tariff
No. 47, October 11th, 1891.

H. F. FORREST,
Receiver and Manager, G.N.W.C. Ry.
Brandon, Man.

A. McDONALD,
Asst. Gen. Freight Agent,
M.& N.W. Ry.
Portage la Prairie, Man.

GEO. OLDS,
Gen. Traffic Mgr., C.P. Ry.
Montreal, Que.

ROBT. KERR,
Gen. Freight Agent, C.P. Ry.
Winnipeg, Man.

Issued at Winnipeg, Sept. 1st, 1893.

SPECIAL NOTICE

1. Grain in bulk shipped under this tariff to FORT WILLIAM and PORT ARTHUR will only be received subject to Elevator delivery and must be so receipted for.
2. The rates to FORT WILLIAM must not be exceeded to any intermediate station on the direct line of transit.
3. Grain may be "milled in transit" at intermediate stations on the direct line of shipment to KEEWATIN, RAT PORTAGE, WEST FORT WILLIAM, FORT WILLIAM and PORT ARTHUR, and stations on the NORTH SHORE of LAKE SUPERIOR, enumerated herein. The grain when shipped to the mill, will be charged the current local grain rate, and the same tonnage in flour and offal will be forwarded at balance of the through rate from point of origin of the grain to final destination, with one cent per one hundred pounds added for terminal service at the mill, provided shipment is made within six months from receipt of the grain at the milling station, otherwise regular published rates will apply.
4. Freight charges on grain received at the Company's Elevators at Fort William for storage, subsequent to the close of Upper Lake Navigation, must be paid on arrival, otherwise interest will be charged on outstanding accounts at the rate of six per cent. per annum. Interest will also be charged from the date of the close of Upper Lake Navi-

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051423

FROM		Cents per 100 lbs.
(Main Line)		
Lacombe		30½
* Morningside		30½
* Ponoka		30½
* Hobbema		31½
Wetaskiwin	E.	31½
* Millett		31½
* Leduc	E.	31½
* Otaskawan		31½
Edmonton	E.	31½
(Macleod Branch)		
* Midnapore		28½
* DeWinton		28½
Okotoks		28½
* High River		28½
* Cayley		29½
Nanton		29½
Stavely		28½
Claresholm		28½
* Leavings		28½
(Souris Branch)		
* Beresford	E.	18½
† Souris	E.	18½
* Menteith Jct.		19½
* Menteith	E.	19½
† Hartney	E.	19½
† Lauder	E.	19½
Napinka	E.	19½
† Melita	E.	19½
Elva	E.	19½
Pierson	E.	19½
Cainsboro	E.	19½
Carievale	E.	19½
Carnduff	E.	19½
* Glen Ewan	E.	19½
† Oxbow	E.	19½
Alemeda	E.	19½
* Frobyshire		19½
* Hirsch		20½
Bienfait		20½
Estevan		20½
(Souris Branch N.W. Extension)		
North Portal		21½
Roche Percee		21½
* Macoun		21½
* Halbrite		21½
* Weyburn		21½
* Yellow Grass		21½
* Milestone		21½
* Rouleau		21½
* Drinkwater		21½

FROM		Cents per 100 lbs.
(Stonewall Branch)		
Stony Mountain		16½
† Stonwall	E.	16½
* Middlechurch		16½
(Selkirk Branch)		
* Parkdale		16½
* Lower Ft. Garry		16½
† West Selkirk		16½
(Pembina Branch)		
* St. James		16½
* Fort Whyte		16½
LaSalle		16½
* Shanawan		16½
* Osborne		16½
* McTavish		16½
Morris	E.	16½
Rosenfeld	E.	16½
Altons	E.	16½
† Gretna	E.	16½
† Plum Coulee	E.	16½
¶ Winkler	E.	16½
† Morden	E.	16½
Thornhill	E.	16½
* Darlingford		17½
† Manitou	E.	17½
† La Riviere	E.	17½
* First Siding		17½
Pilot Mound	E.	17½
† Crystal City	E.	17½
Clearwater	E.	17½
* Mather		17½
Cartwright	E.	17½
† Holmfield	E.	17½
† Killarney	E.	18½
Ninga	E.	18½
† Boisevain	E.	18½
* Whitewater	E.	19½
Deloraine	E.	19½
* Medora		19½
* Headingly		16½
Starbuck		16½
* Fannystelle		16½
* Culross		16½
Elm Creek		16½
* Barnsley		16½
† Carmen	E.	16½
(Southwestern Branch)		
* St. Claude		16½
Rathwell	E.	17½
† Treherne	E.	17½
† Holland	E.	17½
Cypress River	E.	17½
† Clenboro	E.	17½
Stockton	E.	17½
* Treeshank	E.	17½
* Banting	E.	17½
Methven	E.	17½
Neabitt	E.	17½
Carroll	E.	17½

FROM		Cents per 100 lbs.
(Manitoba & Nr. West. Ry.)		
Newdale		18½
Strathclair	E.	19½
Shoal Lake	E.	19½
* Kelloe		19½
Solsgirth		19½
† Birtle		19½
* Foxwarren		19½
† Binscarth		19½
† Russell		19½
* Harrowby		19½
Langenburg		19½
* Churchbridge		19½
* Brendenbury		19½
Saltcoats		19½
* Rokeby		20½
Yorkton		20½
(L.M.R. & C. Co.)		
* Ogilvie		17½
Plumas		17½
* Glenella		17½
* Glencairn		17½
* Elliott		17½
* Laurier		18½
* Makinak		18½
* Ochre River		19½
Dolphin		19½
* Valley River		19½
* Sifton		19½
* Fork River		19½
Winnipegosis		19½
(G.N.W.C. Ry.)		
* Forest		18½
* Varcoe		18½
Rapid City		18½
* Pettapiece		19½
Oak River		19½
Hamiota		19½

*No Agent. E.—Elevator. †Flour Mill.

CANADIAN PACIFIC RAILWAY COMPANY
LINES WEST OF LAKE SUPERIOR.

FORT WILLIAM ELEVATORS
CAPACITY 5,250,000 BUSHELS

ELEVATING AND STORAGE RATES
Effective Sept. 1st, 1894.

051424

SUMMER STORAGE

Elevating (including 20 days' storage) per bushel	¾c
Storage for each succeeding 30 days or part thereof, per bushel	½c
Cleaning and Blowing, per bushel	¼c

Orders for shipment must be given in writing and accompanied by Original Railway Shipping Receipt or Warehouse Receipts, covering quantity of grain so ordered out.

REGULATIONS AND CONDITIONS

1. Grain intended for Elevators must be so consigned.
2. The Company will not receive unsound or badly cleaned grain in bulk for transmission to their Elevators.
3. Grain in bulk will not be carried in less quantity than a calroad. The Company will not be responsible for the correctness of weights of the bulk grain inserted in receipt notes by shippers, nor for any quantity other than actually received at and weighed into the elevators, except in cases of loss by accident to cars or train while in transit.
4. All grain, before being received into the Elevators, will be inspected by the official inspector, who will grade same, after which it will be placed in bins with other grain of similar kind and grade, and the person entitled to receive the grain received at the elevators will then be entitled to claim only grain of a similar kind and grade, subject to the other conditions.
5. All grain, received into the Company's Elevators will be subject to inspection, and the Inspector's regular fees will be charged upon it in addition to elevating and storage charges.
6. The Company will not assume any responsibility for loss or damage by fire, heating, the acts of Providence, etc., the same being solely at the owner's risk.
7. In the event of grain showing signs of heating the Official Inspector may order the same to be re-elevated to prevent deterioration, in which case the Company will make an additional charge for such service.
8. Warehouse receipts will be issued, on payment of freight charges, for all grain when received and weighed into the Company's Elevators. No transfer of such receipts will be recognized by the Company, nor shipments made unless upon endorsement thereof, and upon presentation of the same to be cancelled.
9. All charges for freight, storage, etc., must be paid before shipment.

Watch the condition of your grain, and keep it insured, as the Company is not responsible for damage or shortage by heating, nor for damage or loss from fire, etc.

C.P. Ry. No. 236, M.& N.W. Ry. No. 55, G.N.W.C. Ry. No. 32.

CANADIAN PACIFIC RAILWAY COMPANY
Western and Pacific Divisions.
THE MANITOBA & NORTH-WESTERN RAILWAY
—and—
THE GREAT NORTH-WEST CENTRAL RAILWAY

SPECIAL TARIFF
—on—
GRAIN, FLOUR, OATMEAL, MILLSTUFFS,
FLAXSEED, OILCAKE, POTATOES AND HAY,
in carloads,
From Stations on the above Railways in Manitoba,
Assiniboia, Saskatchewan and Alberta.
—to—
KEEWATIN, RAT PORTAGE,
WEST FORT WILLIAM, FORT WILLIAM
and
PORT ARTHUR

EFFECTIVE SEPTEMBER 5th, 1893.
Superseding C.P.R. Tariff No. 189 and M.& N.W. Ry. Tariff No. 47, October 11th, 1891.

H. F. FORREST,
Receiver and Manager, G.N.W.C. Ry.
Brandon, Man.

A. McDONALD,
Asst. Gen. Freight Agent,
M.& N.W. Ry.
Portage la Prairie, Man.

GEO. OLDS,
Gen. Traffic Mgr., C.P. Ry.
Montreal, Que.

ROBT. KERR,
Gen. Freight Agent, C.P. Ry.
Winnipeg, Man.

Issued at Winnipeg, Sept. 1st, 1893.

SPECIAL NOTICE

1. Grain in bulk shipped under this tariff to FORT WILLIAM and PORT ARTHUR will only be received subject to Elevator delivery and must be so receipted for.
2. The rates to FORT WILLIAM must not be exceeded to any intermediate station on the direct line of transit.
3. Grain may be "milled in transit" at intermediate stations on the direct line of shipment to KEEWATIN, RAT PORTAGE, WEST FORT WILLIAM, FORT WILLIAM and PORT ARTHUR, and stations on the NORTH SHORE of LAKE SUPERIOR, enumerated herein. The grain when shipped to the mill, will be charged the current local grain rate, and the same tonnage in flour and offal will be forwarded at balance of the through rate from point of origin of the grain to final destination, with one cent per one hundred pounds added for terminal service at the mill, provided shipment is made within six months from receipt of the grain at the milling station, otherwise regular published rates will apply.
4. Freight charges on grain received at the Company's Elevators at Fort William for storage, subsequent to the close of Upper Lake Navigation, must be paid on arrival, otherwise interest will be charged on outstanding accounts at the rate of six per cent. per annum. Interest will also be charged from the date of the close of Upper Lake Navi-

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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FROM		Cents per 100 lbs.
(Main Line)		
Lacombe		30½
* Morningside		30½
* Ponoka		30½
* Hobbema		31½
Wetaskiwin	E.	31½
* Millett		31½
* Leduc	E.	31½
* Otaskawan		31½
Edmonton	E.	31½
(Macleod Branch)		
* Midnapore		28½
* DeWinton		28½
Okotoks		28½
* High River		28½
* Cayley		29½
Nanton		29½
Stavely		28½
Claresholm		28½
* Leavings		28½
(Souris Branch)		
* Beresford	E.	18½
† Souris	E.	18½
* Menteith Jct.		19½
* Menteith	E.	19½
† Hartney	E.	19½
† Lauder	E.	19½
Napinka	E.	19½
† Melita	E.	19½
Elva	E.	19½
Pierson	E.	19½
Cainsboro	E.	19½
Carievale	E.	19½
Carnduff	E.	19½
* Glen Ewan	E.	19½
† Oxbow	E.	19½
Alemeda	E.	19½
* Frobyshire		19½
* Hirsch		20½
Bienfait		20½
Estevan		20½
(Souris Branch N.W. Extension)		
North Portal		21½
Roche Percee		21½
* Macoun		21½
* Halbrite		21½
* Weyburn		21½
* Yellow Grass		21½
* Milestone		21½
* Rouleau		21½
* Drinkwater		21½

FROM		Cents per 100 lbs.
(Stonewall Branch)		
Stony Mountain		16½
† Stonwall	E.	16½
* Middlechurch		16½
(Selkirk Branch)		
* Parkdale		16½
* Lower Ft. Garry		16½
† West Selkirk		16½
(Pembina Branch)		
* St. James		16½
* Fort Whyte		16½
LaSalle		16½
* Shanawan		16½
* Osborne		16½
* McTavish		16½
Morris	E.	16½
Rosenfeld	E.	16½
Altons	E.	16½
† Gretna	E.	16½
† Plum Coulee	E.	16½
† Winkler	E.	16½
† Morden	E.	16½
Thornhill	E.	16½
* Darlingford		17½
† Manitou	E.	17½
† La Riviere	E.	17½
* First Siding		17½
Pilot Mound	E.	17½
† Crystal City	E.	17½
Clearwater	E.	17½
* Mather		17½
Cartwright	E.	17½
† Holmfield	E.	17½
† Killarney	E.	18½
Ninga	E.	18½
† Boisevain	E.	18½
* Whitewater	E.	19½
Deloraine	E.	19½
* Medora		19½
* Headingly		16½
Starbuck		16½
* Fannystelle		16½
* Culross		16½
Elm Creek		16½
* Barnsley		16½
† Carmen	E.	16½
(Southwestern Branch)		
* St. Claude		16½
Rathwell	E.	17½
† Treherne	E.	17½
† Holland	E.	17½
Cypress River	E.	17½
† Clenboro	E.	17½
Stockton	E.	17½
* Treeshank	E.	17½
* Banting	E.	17½
Methven	E.	17½
Neabitt	E.	17½
Carroll	E.	17½

FROM		Cents per 100 lbs.
(Manitoba & Nr. West. Ry.)		
Newdale		18½
Strathclair	E.	19½
Shoal Lake	E.	19½
* Kelloe		19½
Solsgirth		19½
† Birtle		19½
* Foxwarren		19½
† Binscarth		19½
† Russell		19½
* Harrowby		19½
Langenburg		19½
* Churchbridge		19½
* Brendenbury		19½
Saltcoats		19½
* Rokeby		20½
Yorkton		20½
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CANADIAN PACIFIC RAILWAY COMPANY
LINES WEST OF LAKE SUPERIOR.

FORT WILLIAM ELEVATORS
CAPACITY 5,250,000 BUSHELS

ELEVATING AND STORAGE RATES
Effective Sept. 1st, 1894.

051424

SUMMER STORAGE

Elevating (including 20 days' storage) per bushel	¾c
Storage for each succeeding 30 days or part thereof, per bushel	½c
Cleaning and Blowing, per bushel	¼c

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C.P. Ry. No. 236, M.& N.W. Ry. No. 55, G.N.W.C. Ry. No. 32.

CANADIAN PACIFIC RAILWAY COMPANY
Western and Pacific Divisions.
THE MANITOBA & NORTH-WESTERN RAILWAY
—and—
THE GREAT NORTH-WEST CENTRAL RAILWAY

SPECIAL TARIFF
—on—
GRAIN, FLOUR, OATMEAL, MILLSTUFFS,
FLAXSEED, OILCAKE, POTATOES AND HAY,
in carloads,
From Stations on the above Railways in Manitoba,
Assiniboia, Saskatchewan and Alberta.
—to—
KEEWATIN, RAT PORTAGE,
WEST FORT WILLIAM, FORT WILLIAM
and
PORT ARTHUR

EFFECTIVE SEPTEMBER 5th, 1893.
Superseding C.P.R. Tariff No. 189 and M.& N.W. Ry. Tariff No. 47, October 11th, 1891.

H. F. FORREST,
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A. McDONALD,
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GEO. OLDS,
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Montreal, Que.

ROBT. KERR,
Gen. Freight Agent, C.P. Ry.
Winnipeg, Man.

Issued at Winnipeg, Sept. 1st, 1893.

SPECIAL NOTICE

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2. The rates to FORT WILLIAM must not be exceeded to any intermediate station on the direct line of transit.
3. Grain may be "milled in transit" at intermediate stations on the direct line of shipment to KEEWATIN, RAT PORTAGE, WEST FORT WILLIAM, FORT WILLIAM and PORT ARTHUR, and stations on the NORTH SHORE of LAKE SUPERIOR, enumerated herein. The grain when shipped to the mill, will be charged the current local grain rate, and the same tonnage in flour and offal will be forwarded at balance of the through rate from point of origin of the grain to final destination, with one cent per one hundred pounds added for terminal service at the mill, provided shipment is made within six months from receipt of the grain at the milling station, otherwise regular published rates will apply.
4. Freight charges on grain received at the Company's Elevators at Fort William for storage, subsequent to the close of Upper Lake Navigation, must be paid on arrival, otherwise interest will be charged on outstanding accounts at the rate of six per cent. per annum. Interest will also be charged from the date of the close of Upper Lake Navi-

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gation at the same rate on unpaid freight charges on grain received previous to the close of Upper Lake Navigation, and the same will be collected with freight storage, and other charges, upon delivery of the grain.

5. The term during which interest will be charged on unpaid freight accounts will be from the close to the opening of Upper Lake Navigation.

MAXIMUM AND MINIMUM WEIGHTS

The maximum weight will be the stencilled capacity of the car.
The minimum weight for standard 40,000 lb. cars will be 36,000 lbs.

EXCEPTIONS.

Flour in bbls.	30,000 lbs.
Bran and shorts in straight or mixed carloads	30,000 lbs.
Hay	20,000 lbs.

Note—The above requirements will be waived when cars having a less capacity than 40,000 lbs. are provided. In such cases actual weight, but not less than 24,000 lbs. will be accepted. Cars without stencilled capacity will be considered as having a capacity of 24,000 lbs.

To obtain through rates to the following stations on the North Shore of Lake Superior, add the undermentioned arbitraries to Fort William rate.

Bill direct on destination at sum of the rates.

STATIONS	Cents per 100 lbs.
* Amyet	21
Biscotasing	28
* Black River	15
* Bolkow	24
* Bremner	20
* Brunel	24
* Cache Lake	19
* Carry	23
Chapleau	25
* Cypress River	11
* Denison	20
* Dalton	24
Duchesney	28
Esher	25
Eureka Lake	28
* Fire Hill	10
* Girdwood	22
* Grassett	22
* Gravel River	12

STATIONS	Cents per 100 lbs.
Heron Bay	19
Jack Fish	16
Kinogama	26
Lac Poulin	25
* Lochalsh	23
* Loon Lake	6
* Mackenzie	4
* McLeans	4
* Mezokama	11
* Middleton	17
* Melgund	19
* Montizambert	20
Missanabie	23
Memegosenda	26
Nipigon	9
* Ouimet	7
* O'Brien	21
* Otter	22
Pardee	25

STATIONS	Cents per 100 lbs.
* Pays Plat	13
* Pearl River	7
Peninsula	18
Port Coldwell	18
Ramsay	27
Ridout	26
Ross Port	13
Schreiber	14
* Steel Lake	17
* Trout Creek	8
Turnbull	27
* Trudeau	19
White River	20
* Windermere	24
* Williams	22
Winnebago	27
* Winstone	14
* Wolf River	8
* Woman River	27

* No Agent. Freight must be prepaid.

CANADIAN PACIFIC RAILWAY COMPANY.
Western and Pacific Divisions.

THE MANITOBA & NORTH-WESTERN RAILWAY
—and—
THE GREAT NORTH WEST CENTRAL RAILWAY.

FROM	Cents per 100 lbs.
(Main Line)	
Selkirk	17
* Connor	17
Bird's Hill	17
† Winnipeg	E. 17
* Bergen	18
Rosser	18
* Meadows	18
Marquette	18
Reaburn	18
Poplar Point	18
† High Bluff	E. 18
† Portage la Prairie	E. 18
Burnside	E. 19
Bagot	E. 19
† McGregor	E. 19
† Austin	E. 19
Sidney	19
* Melbourne	19
† Carberry	E. 19
Sewell	E. 19
Douglas	E. 19
Chater	E. 19
† Brandon	E. 19
Kemnay	E. 20
Alexander	E. 20
Griswold	E. 20

FROM	Cents per 100 lbs.
* Belle Plaine	23
* Pasqua	23
Moose Jaw	E. 23
* Boharm	24
* Caron	24
* Mortlach	24
* Parkbeg	24
* Secretan	25
* Chaplin	25
* Ernfold	25
* Morse	25
* Herbert	25
Rush Lake	25
* Waldeck	25
* Aikins	25
Swift Current	25
* Leven	26
Goose Lake	26
* Antelope	26
* Gull Lake	26
* Carmichael	26
* Sidewood	26
* Crane Lake	26
* Colley	26
Maple Creek	26
* Kincorth	27

FROM	Cents per 100 lbs.
Lumsden	25
* Disley	25
* Bethune	25
* Findlater	26
* Chamberlain	26
* Aylesbury	26
* Craik	27
* Girvin	27
* Finsbury	27
* Bladworth	28
* Bonnington	28
* Hanley	28
* Dundurn	29
* Grindlay	29
Saskatoon	29
* Clark's Crossing	30
* Osler	30
* Hague	30
* Rosthern	31
† Duck Lake	31
* Roddick	31
* Macdowell	32
* Clouston	32
* Prince Albert	32

* No. Agent. E—Elevator. † Flour Mill.

051426

FROM	Cents per 100 lbs.
(Main Line)	
† Oak Lake	E. 21
Routledge	21
Virden	E. 21
* Hargrave	21
Elkhorn	E. 21
Fleming	E. 21
† Moosomin	E. 21
* Red Jacket	21
† Wapella	21
* Burrows	21
† Whitewood	21
* Perceval	21
Broadview	21
* Oakshella	22
Grenfell	22
* Summerberry	22
† Wolseley	E. 22
* Sintaluta	E. 22
† Indian Head	E. 22
† Qu'Appelle	22
* McLean	23
Balgonie	E. 23
* Pilot Butte	23
† Regina	E. 23
Grand Coulee	23
Pense	23
(Macleod Branch)	
* Midnapore	30
* DeWinton	30
* Okotoks	30
High River	30
* Cayley	31
* Nanton	31
* Stavely	32
* Claresholm	32
* Leavings	32
Macleod	32
(Souris Branch)	
* Beresford	E. 20
† Souris	E. 20
Menteith Jct.	21
* Menteith	E. 21
Hartney	E. 21
Lauder	E. 21
Napinka	E. 21
Melita	E. 21
* Pierson	E. 21
Gainsborough	21
* Carievale	21
Carnduff	E. 21
† Oxbow	21
Alameda	22
* Frobyshire	22
* Hirsch	22
* Bienfait	22
Estevan	23
(Souris North-Western Branch Extn.)	
North Sterling	23
* Roche Percee	23
* Macoun	23
* Halbrite	23
Weyburn	23
* Yellow Grass	23
* Milestone	23
* Ruleau	23
* Drinkwater	23

FROM	Cents per 100 lbs.
(Main Line)	
* Forrest	27
* Walsh	27
* Irvine	27
Dunmore	27
Medicine Hat	27
* Stair	27
* Bowell	27
* Suffield	27
* Langevin	27
* Kininvie	27
* Tilley	28
* Bantry	28
* Cassils	28
* Southesk	28
* Lathom	28
* Bassano	28
* Crowfoot	28
* Cluny	28
Gleichen	28
* Namaka	29
* Strathmore	29
* Cheadle	29
* Langdon	29
* Shepard	29
† Calgary	29
(Stonewall Branch)	
Stony Mountain	18
† Stonewall	E. 18
(Selkirk Branch)	
* Lower Ft. Garry	18
West Selkirk	18
(Pembina Branch)	
* St. James	18
LaSalle	18
* Shanawan	18
* Osborne	18
Morris	E. 18
Rosenfeld	E. 18
† Gretna	E. 18
Plum Coulee	E. 18
*†Winkler	E. 18
† Morden	E. 18
Thorn Hill	E. 18
* Darlingford	19
† Manitou	E. 19
La Riviere	E. 19
* First Siding	19
† Pilot Mound	E. 19
† Crystal City	E. 19
Clearwater	19
Cartwright	E. 19
* Holmfield	E. 19
† Killarney	E. 20
Ninga	E. 20
† Boissevain	E. 20
* Whitewater	E. 21
Deloraine	E. 21
* Medora	21
(South Western Branch)	
* Headingly	18
Starbuck	18
Fannysteele	18
* Elm Creek	18
* Barnsley	18
Carmen	E. 18
* St. Claude	18
Rathwell	E. 19
† Treherne	E. 19

FROM	Cents per 100 lbs.
* Beddington	30
* Airdrie	30
* Crossfield	30
* Carstairs	31
* Didsbury	31
* Olds	31
* Bowden	31
Innisfail	32
* Penhold	32
Red Deer	32
* Blackfalds	32
* Lacombe	32
* Morningside	32
* Ponoka	32
* Hobbema	33
Wetaskiwin	33
* Millett	33
* Leduc	33
* Otoskwan	33
† Edmonton	33
(Pipestone Branch)	
* Deleau	21
* Findlay	21
Pipestone	21
Reston	21
(Manitoba & Nr. West Railway)	
* Macdonald	E. 19
Westbourne	19
* Woodside	19
† Gladstone	19
* Midway	19
† Arden	19
† Neepawa	E. 19
* Franklin	E. 19
† Minnedosa	E. 19
* Riverdale	20
† Rapid City	E. 20
* Basswood	20
Newdale	20
Strathclair	E. 21
Shoal Lake	E. 21
* Kelloe	21
* Solsgirth	21
† Birtle	21
* Foxwarren	21
† Binscarth	21
† Russell	21
* Harrowby	21
Langeburg	21
* Churchbridge	21
* Bredenbury	21
Saltcoats	21
* Rokeby	22
Yorkton	22
(G.N.W.C. Ry.)	
* Forrest	20
* Varcoe	20
Rapid City	20
* Pettapiece	21
Oak River	E. 21
Hamiota	E. 21

* No. Agent. E—Elevator. † Flour Mill.

Rates from stations North Western Extension Souris Branch not effective until line now under construction is completed.

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PUBLIC ARCHIVES
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CANADA

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FROM	Cents per 100 lbs.
(Emerson Branch)	
St. Boniface	18
* St. Norbert	18
Niverville	E. 18
Otterburn	18
* Dufrost	18
* Arnaud	18
Dominion City	E. 18
† Emerson	E. 18

FROM	Cents per 100 lbs.
(South Western Branch)	
† Holland	E. 19
Cypress River	E. 19
† Glenboro	E. 19
Stockton	E. 19
* Treesbank	19
Nethven	E. 19
Nesbit	E. 19
* Carroll	19

FROM	Cents per 100 lbs.

* No. Agent. E—Elevator. † Flour Mill.

CANADIAN PACIFIC RAILWAY COMPANY
Western and Pacific Divisions.

FORT WILLIAM ELEVATORS.
Capacity 3,750,000 Bushels.

ELEVATING AND STORAGE RATES
Effective March 1st, 1890.

SUMMER STORAGE

Elevating (including 20 days' storage) per bushel	1¼ cents
Storage for each succeeding 15 days or part thereof per bushel	½ cent
Cleaning and Blowing, per bushel	1 cent

WINTER STORAGE

Winter storage begins 15th November, and expires 1st June. Between these dates, when charges at regular rates accrue to 4 cents per bushel, no further charge will be made. Grain received in elevators previous to November 15th, on which winter storage has accrued, the storage for the term prior to November 15th, will be charged for at the rate of ½ cent per bushel for each 15 days or part thereof. Winter stored grain remaining in elevators after 1st June will be charged ½ cent per bushel for each succeeding 15 days, or part thereof, in addition to accrued charges.

Orders for shipment must be given in writing, and accompanied by Original Railway Shipping Receipt or Warehouse Receipts, covering quantity of grain so ordered out.

REGULATIONS AND CONDITIONS.

1. Grain intended for elevators must be so consigned.
2. The Company will not receive unsound or badly cleaned grain in bulk for transmission to their elevators.
3. Grain in bulk will not be carried in less quantity than a carload. The Company will not be responsible for the correctness of weights of the bulk grain inserted in receipt notes by shippers, nor for any quantity other than actually received at and weighed into the elevators, except in cases of loss by accident to cars or train while in transit.
4. All grain, before being received into the Elevators, will be inspected by the Official Inspector, who will grade same, after which it will be placed in bins with other grain of similar kind and grade, and the person entitled to receive the grain received at the elevators will then be entitled to claim only grain of a similar kind and grade, subject to the other conditions.
5. All grain received into the Company's elevators will be subject to inspection, and the Inspector's regular fees will be charged upon it in addition to elevating and storage charges.
6. The Company will not assume any responsibility for loss or damage by fire, heating, the acts of Providence, etc., the same being solely at the owner's risk.
7. In the event of grain showing signs of heating, the Official Inspector may order the same to be re-elevated to prevent deterioration, in which case the Company will make an additional charge for such service.
8. Warehouse receipts will be issued, on payment of freight charges, for all grain when received and weighed into the Company's Elevators. No transfer of such receipts will be recognized by the Company, nor shipments made unless upon endorsement thereof, and upon presentation of the same to be cancelled.
9. All charges for freight, storage, etc., must be paid before shipment.

Watch the condition of your grain, and keep it insured, as the Company is not responsible for damage or shortage by heating, nor for damage or loss from fire, etc.

C.P. Ry. No. 543, M.& N.W. Ry. No. 102, C.N. Ry. No. 54, G.N.W.C. Ry. No. 97.

CANADIAN PACIFIC RAILWAY
Lines West of Lake Superior
MANITOBA & NORTH-WESTERN RAILWAY
CANADIAN NORTHERN RAILWAY
GREAT NORTH-WEST CENTRAL RAILWAY
and
MANITOBA & SOUTH-EASTERN RAILWAY.

051428

SPECIAL TARIFF
on
GRAIN, FLOUR, OATMEAL, MILL STUFFS
IN CARLOADS
FROM STATIONS ON THE ABOVE RAILWAYS IN MANITOBA, ASSINIBOIA, SASKATCHEWAN AND ALBERTA.
—to—
KEEWATIN, RAT PORTAGE, WEST FORT WILLIAM, FORT WILLIAM and PORT ARTHUR

To be used in connection with Official List of Points No. 5, April 20th, 1898, via "Lake and Rail" route; and in connection with Official List of Points No. 1, December 19th, 1898, via "All Rail" route, to arrive at through rates to points East of Port Arthur.

EFFECTIVE SEPTEMBER 1st, 1899.

Superseding C.P.R. Tariff No. 494, M.& N.W. Ry. Tariff No. 87, L.M.R.& C. Co. No. 38, G.N.W.C. Ry. No. 87, August 1st, 1898, and C.P.R. Tariff No. 505, December 19th, 1898.

H. F. Forrest,
Manager G.N.W.C. Ry.,
Brandon, Man.

A. McDonald,
A.G.F.A.M.& N.W. Ry.,
Winnipeg, Man.

D. B. Hanna,
Supt. C.N. Ry. and
M.& S.E. Ry.,
Winnipeg, Man.

G. M. Bosworth,
Freight Traffic Manager,
C.P. Ry.,
Montreal, Que.

Geo. H. Shaw,
Asst. Gen. Freight Agent,
C.G. Ry.,
Winnipeg, Man.

W. R. MacInnes,
Gen. Freight Agent,
C.P. Ry.,
Winnipeg, Man.

M. 261 — Issued at Winnipeg, August 30th, 1899. — 5,000

CANADIAN PACIFIC RAILWAY
Lines West of Lake Superior.
MANITOBA & NORTH-WESTERN RAILWAY
CANADIAN NORTHERN RAILWAY
GREAT NORTH-WEST CENTRAL RAILWAY
—and—
MANITOBA & SOUTH-EASTERN RAILWAY.

FROM	Cents per 100 lbs.
(Main Line)	
Beausejour	14
* Tyndall	14
Selkirk East	14
* Gonor	14
Bird's Hill	14
† Winnipeg	E. 14
* Bergen	15
Rosser	15
* Meadows	15
† Marquette	15
Reaburn	15
Poplar Point	E. 15
High Bluff	E. 15
† Portage la Pr.	E. 15
Burnside	E. 16
Bagot	E. 16
† MacGregor	E. 16
† Austin	E. 16
Sidney	E. 16
* Melbourne	E. 16
Carberry	E. 16
Sewell	E. 16
Douglas	E. 16
Chater	E. 16
† Brandon	E. 16
Kemnay	E. 17
Alexander	E. 17
Griswold	E. 17
† Oak Lake	E. 18
* Routledge	18
† Virden	E. 18
* Hargrave	E. 18
† Elkhorn	E. 18
*†Kirkella	E. 18

FROM	Cents per 100 lbs.
(Main Line)	
† Regina	E. 20
* Grand Coulee	E. 20
Pense	E. 20
* Belle Plains	20
* Pasqua	20
Moose Jaw	E. 20
* Boharm	E. 21
* Caron	E. 21
* Mortlach	21
Parkbeg	21
* Secretan	22
* Chaplin	22
* Ernfold	22
* Morse	22
* Herbert	22
Rush Lake	22
* Waldeck	22
* Aikins	22
Swift Current	22
* Leven	23
* Seward	23
* Webb	23
* Antelope	23
* Gull Lake	23
* Carmichael	23
* Tompkins	23
* Sidewood	23
* Crane Lake	23
* Colley	23
Maple Creek	23
† Kincorth	24
* Forres	24
* Cummings	24
Walsh	24

FROM	Cents per 100 lbs.
(Main Line)	
* Strathmore	26
* Cheadle	26
* Langdon	26
* Shepard	26
† Calgary	E. 26
(Prince Albert Branch)	
* Wascana	E. 20
Lumsden	E. 20
* Disley	20
* Bethune	21
* Findlater	21
* Chamberlain	22
* Aylesbury	22
* Craik	23
* Girvin	23
* Finsbury	24
* Bladworth	24
* Bonnington	25
* Hanley	25
* Dundurn	26
* Grindley	26
Saskatoon	E. 26
* Clark's Crossing	27
* Osler	27
* Hague	27
† Rosthern	E. 28
† Duck Lake	E. 28
* Roddick	28
* Macdowall	29
* Clouston	29
† West Prince Albert	29
† Prince Albert	E. 29

* No Agent. E—Elevator. † Flour Mill.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051429

FROM	Cents per 100 lbs.
(Main Line)	
Fleming	E. 18
Moosomin	E. 18
* Red Jacket	E. 18
† Wapella	E. 18
* Burrows	18
† Whitewood	E. 18
* Perceval	18
Broadview	E. 18
* Oakshella	19
† Grenfell	E. 19
* Summerberry	E. 19
† Wolseley	E. 19
Sintaluta	E. 19
Indian Head	E. 19
Qu'Appelle	E. 19
* McLean	E. 20
Balgonie	E. 20
* Pilot Butte	E. 20
(Edmonton Branch)	
* Beddington	27
* Airdrie	27
* Crossfield	27
* Carstairs	28
* Didsbury	28
Olds	28
* Bowden	28
Innisfail	E. 29
* Penhold	29
Red Deer	E. 29
* Blackfalds	29
Lacombe	E. 29
* Morningside	29
* Ponoka	29
* Hobbema	30
Wetaskiwin	E. 30
* Millet	30
Leduc	E. 30
* Otaskawan	30
† Edmonton	E. 30
(Macleod Branch)	
* Midnapore	27
* DeWinton	27
Okotoks	E. 27
High River	27
* Cayley	27
* Nanton	27
* Staveley	27
* Claresholm	27
* Leavings	27
(Souris Branch)	
* Beresford	E. 17
† Souris	E. 17
* Menteith Jct.	18
* Menteith	E. 18
† Hartney	E. 18
† Lauder	E. 18
Napinka	E. 18
† Melita	E. 18
Elva	E. 18
Pierson	E. 18
Gainsboro	E. 18
Carievale	E. 18
Carnduff	E. 18
* Glen Ewen	E. 18
† Oxbow	E. 18
Alameda	E. 18
† Frobyshire	18
* Hirsch	19
* Bienfait	19
Estevan	19

FROM	Cents per 100 lbs.
(Main Line)	
* Irvine	24
Dunmore	24
Medicine Hat	24
* Stair	24
* Bowell	24
* Suffield	24
* Langevin	24
* Kininvie	24
* Tilley	25
* Bantry	25
* Cassils	25
* Southesk	25
* Latham	25
* Bassano	25
* Crowfoot	25
* Cluny	25
Gleichen	25
* Namaka	26
(Selkirk Branch)	
* Middlechurch	15
* Parkdale	15
* Lower Fort Garry	15
† West Selkirk	E. 15
(Emerson Branch)	
St. Boniface	15
* St. Norbert	15
* Niverville	E. 15
Otterburne	E. 15
* Dufrost	15
* Arnaud	E. 15
Dominion City	E. 15
† Emerson	E. 15
(Pembina Branch)	
* St. James	15
* Fort Whyte	15
LaSalle	E. 15
* Shawnawan	15
* Osborne	15
* McTavish	15
Morris	E. 15
Rosenfeld	E. 15
† Altona	E. 15
† Gretna	E. 15
† Plum Coulee	E. 15
† Winkler	E. 15
† Morden	E. 15
Thornhill	E. 15
* Darlingford	E. 16
† Manitou	E. 16
† La Riviere	E. 16
* First Siding	16
Pilot Mound	E. 16
† Crystal City	E. 16
Clearwater	E. 16
* Mather	E. 16
Cartwright	E. 16
† Holmfield	E. 16
† Killarney	E. 16
Ninga	E. 16
† Boissevain	E. 16
* Whitewater	E. 17
Deloraine	E. 18
* Medora	18
(South Western Branch)	
* Headingly	15
Starbuck	E. 15
* Fannystelle	15
* Culross	15
Elm Creek	E. 15
* Barnsley	15

FROM	Cents per 100 lbs.
(Macleod Branch)	
Dunmore Jct.	24
* Bull Head	24
* Seven Persons	24
* Whitla	24
* Winnifred	24
* Bow Island	24
* Burdette	24
* Grassy Lake	25
* Purple Springs	25
* Wetmore	25
* Woodpecker	25
* Chin	25
* Coaldale	25
Lethbridge	25
* Whoop Up	26
* Kipp	26
* Pearce	26
Macleod	26
(Manitoba & North-Western Railway)	
* Macdonald	E. 16
Westbourne	E. 16
* Woodside	16
† Gladstone	E. 16
Midway	E. 16
† Arden	E. 16
† Neepawa	E. 16
Franklin	E. 16
† Minnedosa	E. 16
* Riverdale	17
† Rapid City	E. 17
† Basswood	E. 17
Newdale	E. 17
Strathclair	E. 18
Shoal Lake	E. 18
* Kelloe	E. 18
Solsgirth	E. 18
† Birtle	E. 18
* Foxwarren	E. 18
† Binscarth	E. 18
† Russell	E. 18
* Harrowby	18
Langenburg	E. 18
* Churchbridge	E. 18
* Bredenbury	18
Saltcoats	E. 18
* Rokeby	19
Yorkton	E. 19
(Canadian Northern Railway)	
* Macdonald	E. 16
Westbourne	E. 16
* Woodside	16
† Gladstone	E. 16
* Ogilvie	E. 16
Plumas	E. 16
* Glenella	E. 16
* Glencairn	E. 16
* McCrearie	16
* Laurier	17
Makinak	E. 17
* Ochre River	E. 18
† Dauphin	E. 18
* Valley River	E. 18
* Sifton	18
* Fork River	18
Winnipegosis	18
* Ethelbert	18
* Garland	18
* Pine River	18
* Sclater	18
* Cowan	18

* No Agent. E—Elevator. † Flour Mill.

051430

FROM	Cents per 100 lbs.
(Pasqua Section)	
North Portal	20
* Roche Percee	20
* Macoun	20
* Halbrite	20
Weyburn	20
* Yellow Grass	20
* Milestone	20
* Rouleau	20
* Drinkwater	20
(Stonewall Branch)	
Stony Mountain	15
† Stonewall	E. 15
Balmoral	E. 16
Teulon	16

FROM	Cents per 100 lbs.
(South Western Branch)	
† Carman	E. 15
* St. Claude	15
Rathwell	E. 16
† Traherne	E. 16
† Holland	E. 16
Cypress River	E. 16
† Glenboro	E. 16
Stockton	E. 16
* Treesbank	E. 16
Methven	E. 16
Nesbitt	E. 16
Carroll	E. 16
(Pipestone Branch)	
* Delau	E. 18
* Findlay	E. 18
Pipestone	E. 18
Reston	E. 18

FROM	Cents per 100 lbs.
(G.N.W.C. Rly.)	
* Forrest	E. 17
* Varcoe	E. 17
Rapid City	17
* Pettapiece	E. 18
Oak River	E. 18
Hamiota	E. 18
* Lorette	15
(Man. & S. East. Rly.)	
* Dufresne	15
* St. Anne	15
* La Broquerie	15
* End of Track	15

SPECIAL NOTICE

1. Grain in bulk shipped under this Tariff to Fort William and Port Arthur will only be received subject to Elevator delivery, and must be so receipted for.

2. The rates to Fort William must not be exceeded to any intermediate station on the direct line of transit.

3. Grain may be "milled in transit" at intermediate stations on the direct line of shipment to Keewatin, Rat Portage, West Fort William, Fort William and Port Arthur. The grain when shipped to the mill, will be charged the current local grain rate, and the same tonnage in flour and offal will be forwarded at balance of the through rate from point of origin of the grain to final destination, with one cent per one hundred pounds added for terminal service at the mill, provided shipment is made within six months from receipt of the grain at the milling station, otherwise regular published rates will apply.

4. Freight charges on grain received at the Company's Elevators at Fort William for storage, subsequent to the close of the Upper Lake Navigation, must be paid on arrival, otherwise interest will be charged on outstanding accounts at the rate of six per cent. per annum. Interest will also be charged from the date of the close of the Upper Lake Navigation at the same rate on unpaid freight charges on grain received previous to the close of Upper Lake Navigation, and the same will be collected with freight, storage and other charges, upon delivery of the grain.

5. The term during which interest will be charged on unpaid freight will be from the close to the opening of Upper Lake Navigation.

6. All shipments under this Tariff will be correctly weighed and charged for at actual weight when in excess of the specified minimum. When the actual weight is less than the specified minimum the minimum weight will be charged.

7. THROUGH RATES FROM SHIPPING POINTS IN MANITOBA, ASSINIBOIA, SASKATCHEWAN, AND ALBERTA, TO POINTS IN CANADA, EAST OF PORT ARTHUR, via "ALLRAIL" ROUTE, WILL BE MADE BY ADDING THE PROPORTIONATE RATES PUBLISHED IN OFFICIAL LIST OF POINTS NO. 1, DEC. 19th, 1898, (or as subsequently amended or superseded), TO THE RATES AS PROVIDED TO FORT WILLIAM AND PORT ARTHUR.

NOTE.—Way-bills should be drawn at shipping points on destination or junction point, at sum of the rates, as instructed in Official List No. 1, December 19th, 1898.

8. THROUGH RATES FROM SHIPPING POINTS IN MANITOBA, ASSINIBOIA, SASKATCHEWAN AND ALBERTA, TO POINTS IN EASTERN CANADA via C.P. Ry., "LAKE AND RAIL" ROUTE, WILL BE MADE BY ADDING THE PROPORTIONATE RATES PUBLISHED IN OFFICIAL LIST OF POINTS NO. 5, APRIL 20th, 1898, (or as subsequently amended or superseded), TO THE RATES AS PROVIDED TO FORT WILLIAM AND PORT ARTHUR.

NOTE.—Way-Bills should be drawn at shipping points on Fort William, Ont., to be re-billed from that point to destination or junction point, as instructed in Official List No. 5, April 20th, 1898.

MAXIMUM AND MINIMUM WEIGHTS

The maximum weight will be the stencilled capacity of the car.
The minimum weight for standard 40,000 lb. cars will be 36,000 lbs.
The minimum weight for standard 60,000 lb. cars will be 56,000 lbs.

EXCEPTIONS	Loaded in cars 40,000 lbs. capacity.	Loaded in cars 60,000 lbs. capacity.
Flour in bbls.	30,000 lbs.	50,000 lbs.
Bran and shorts in straight or mixed carloads	30,000 lbs.	50,000 lbs.

NOTE:—The above requirements will be waived when cars having a less capacity than 40,000 lbs. are provided. In such cases actual weight, but not less than 24,000 lbs. will be accepted. Cars without stencilled capacity will be considered as having a capacity of 24,000 lbs.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051431

CANADIAN PACIFIC RAILWAY COMPANY
Lines West of Lake Superior.

FORT WILLIAM ELEVATORS
Capacity 5,250,000 Bushels

SUMMER STORAGE

Elevating (including 20 days' storage) per bushel ..... ¾ cent
Storage for each succeeding 30 days, or part thereof, per bushel ..... ½ cent
Cleaning and Blowing, per bushel ..... ¼ cent

ORDERS FOR SHIPMENT MUST BE GIVEN IN WRITING, AND ACCOMPANIED BY ORIGINAL RAILWAY SHIPPING RECEIPT OR WAREHOUSE RECEIPTS, COVERING QUANTITY OF GRAIN SO ORDERED OUT.

REGULATIONS AND CONDITIONS.

1. Grain intended for Elevators must be so consigned.
2. The Company will not receive unsound or badly cleaned grain in bulk for transmission to their Elevators.
3. Grain in bulk will not be carried in less quantity than a carload. The Company will not be responsible for the correctness of weights of the bulk grain inserted in receipt notes by shippers, nor for any quantity other than actually received at and weighed into the elevators, except in cases of loss by accident to cars or train while in transit.
4. All grain, before being received into the Elevators, will be inspected by an Official Inspector, who will grade same after which it will be placed in bins with other grain of similar kind and grade.
5. All grain received into the Company's elevators will be subject to inspection, and the inspection charges will be charged upon it in addition to elevating and storage charges.
6. The Company will not assume any responsibility for loss or damage by fire, heating, the acts of Providence, etc., the same being solely at the owners' risk.
7. In the event of the grain showing signs of heating, the Official Inspector may order the same to be re-elevated to prevent deterioration, in which case the Company will make an additional charge for such service.
8. Warehouse receipts will be issued on payment of freight and inspection charges, for all grain when received and weighed into the Company's elevators. No transfer of such receipts will be recognized by the Company, no shipments made unless upon endorsement thereof, and upon presentation of the same to be cancelled.
9. All charges for freight, inspection, storage, etc., must be paid before shipment.

WATCH THE CONDITION OF YOUR GRAIN, AND KEEP IT INSURED, AS THE COMPANY IS NOT RESPONSIBLE FOR DAMAGE OR SHORTAGE BY HEATING, NOR FOR DAMAGE OR LOSS FROM FIRE, ETC.

CANADIAN PACIFIC RAILWAY
LINES WEST OF LAKE SUPERIOR.

No. 1 SUPPLEMENT No. 1
to
No. 543 SPECIAL TARIFF No. 543
ON
GRAIN, FLOUR, OATMEAL, MILLSTUFF
IN CARLOADS
—to—
KEEWATIN, RAT PORTAGE, WEST FORT WILLIAM, FORT WILLIAM AND PORT ARTHUR.

EFFECTIVE SEPTEMBER 27th, 1899.
Superseding conflicting instructions in C.P.R. Tariff No. 543
September 1st, 1899.

G. M. Bosworth,
Freight Traffic Manager,
Montreal, Que.

Geo. H. Shaw,
Assistant Gen. Freight Agent,
Winnipeg, Man.

W. R. McInnes,
Gen. Freight Agent,
Winnipeg, Man.

M. 967

Issued at Winnipeg, September 27th, 1899.

3,000

051432

CANADIAN PACIFIC RAILWAY
Lines West of Lake Superior.

FORT WILLIAM ELEVATORS.
CAPACITY, 5,250,000 BUSHELS.

ELEVATING AND STORAGE RATES
Effective September 27th, 1899.

RATES.

Elevating (including 15 days' storage), per bushel ..... ½ cent
Storage for each succeeding 30 days, or part thereof, per bushel ..... ½ cent

NOTE.—No charge for cleaning and blowing. Orders for shipment must be given in writing and accompanied by original Railway Shipping Receipt or Warehouse Receipts covering quantity of grain so ordered out.

REGULATIONS AND CONDITIONS.

1. Grain intended for Elevators must be so consigned.
2. The Company will not receive unsound or badly cleaned grain in bulk for transmission to their Elevators.
3. Grain in bulk will not be carried in less quantity than a carload. The Company will not be responsible for the correctness of weights of the bulk grain inserted in receipt notes by shippers, nor for any quantity other than actually received at and weighed into the Elevators, except in cases of loss by accident to cars or train while in transit.
4. All grain, before being received into the Elevators, will be inspected by an Official Inspector, who will grade same after which it will be placed in bins with other grain of similar kind and grade.
5. All grain received into the Company's Elevators will be subject to inspection, and the inspection charges will be charged upon it in addition to elevating and storage charges.
6. The Company will not assume any responsibility for loss or damage by fire, heating, the acts of Providence, etc., the same being solely at the owners' risk.
7. In the event of the grain showing signs of heating, the Official Inspector may order the same to be re-elevated to prevent deterioration in which case the Company will make an additional charge for such service.
8. Warehouse receipts will be issued on payment of freight and inspection charges, for all grain when received and weighed into the Company's Elevators. No transfer of such receipts will be recognized by the Company nor shipments made unless upon endorsement thereof, and upon presentation of the same to be cancelled.
9. All charges for freight, inspection, storage, etc., must be paid before shipment.

WATCH THE CONDITION OF YOUR GRAIN, AND KEEP IT INSURED, AS THE COMPANY IS NOT RESPONSIBLE FOR DAMAGE OR SHORTAGE BY HEATING, NOR FOR DAMAGE OR LOSS FROM FIRE, ETC.

Schedule G

December 21, 1925.
T. D. 14242
Rcd. 32812-1.

MEMORANDUM FOR CHIEF COMMISSIONER

In compliance with the request of the Board following discussion at sittings in Ottawa, September 29th, 30th and October 1st, the Canadian Pacific Railway filed on 7th inst. copies of tariffs naming rates on grain and grain products, in carloads, to Fort William, as follows:—

(1) Canadian Pacific Railway Tariff No. 236, effective September 5th, 1893, and supplements Nos. 1 to 5 thereto.

This tariff and its supplements named the rates in effect prior to the reduction covered by the Crow's Nest Agreement.

(2) Canadian Pacific Railway Tariff No. 494, effective August 1st, 1898, and supplements Nos. 1 and 2 thereto, naming reductions of 1½c per 100 lbs. which the Crow's Nest Agreement directed be made on or before the 1st September, 1898.

(3) Canadian Pacific Railway Tariff No. 543, effective September 1st, 1899.

This tariff provided for the further reduction of 1½c per 100 lbs. that the Crow's Nest Agreement directed be made on or before the 1st September, 1899.

I have prepared a statement showing in clear and condensed form the rates as contained in the three tariffs, and there is also an additional column showing the present published rate where lower. In addition, this rate statement shows the mileages to Fort William as taken from the first mileage table of the Canadian Pacific Railway that was filed with the Board, viz., C.R.C. W. 574, dated 25th February, 1907.

It will be observed that in the case of some stations a rate is first shown in the third tariff; and in these instances these stations were not previously tariffed.

It should be unnecessary for parties in interest to incur the expense of having complete copies of these tariffs made, as the attached statement not only contains all the rate information shown in these tariffs in a clear and combined form, but also the distances and the present rates where lower.

CHIEF TRAFFIC OFFICER.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051433

Statement of Rates on Grain and Grain Products in Carloads to Fort William

MAIN LINE

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Beausejour, Man.	391	.....	.....	14	
Tyndall, Man.	398	.....	.....	14	
Selkirk East, Man.	406	17	15½	14	
Conor, Man.	412	17	15½	14	
Bird's Hill, Man.	419	17	15½	14	
Winnipeg, Man.	427	17	15½	14	
Bergen, Man.	435	18	16½	15	
Rosser, Man.	443	18	16½	15	
Meadows, Man.	450	18	16½	15	
Marquette, Man.	456	18	16½	15	
Reaburn, Man.	463	18	16½	15	
Poplar Point, Man.	468	18	16½	15	
High Bluff, Man.	476	18	16½	15	
Portage la Prairie, Man.	483	18	16½	15	
Burnside, Man.	491	19	17½	16	15
Bagot, Man.	499	19	17½	16	
MacGregor, Man.	505	19	17½	16	
Austin, Man.	512	19	17½	16	
Sidney, Man.	520	19	17½	16	
Melbourne, Man.	526	19	17½	16	
Carberry, Man.	533	19	17½	16	
Sewell, Man.	542	19	17½	16	
Douglas, Man.	549	19	17½	16	
Chater, Man.	555	19	17½	16	
Brandon, Man.	561	19	17½	16	
Kemnay, Man.	569	20	18½	17	
Alexander, Man.	576	20	18½	17	
Griswold, Man.	585	20	18½	17	
Oak Lake, Man.	593	21	19½	18	
Routledge, Man.	601	21	19½	18	
Virden, Man.	608	21	19½	18	
Hargrave, Man.	616	21	19½	18	
Elkhorn, Man.	625	21	19½	18	
Kirkella, Man.	631	.....	.....	18	
Fleming, Sask.	639	21	19½	18	
Moosomin, Sask.	647	21	19½	18	
Red Jacket, Sask.	654	21	19½	18	
Wapella, Sask.	663	21	19½	18	
Burrows, Sask.	671	21	19½	18	
Whitewood, Sask.	677	21	19½	18	
Perceval, Sask.	684	21	19½	18	
Broadview, Sask.	692	21	19½	18	
Oakshela, Sask.	700	22	20½	19	
Grenfell, Sask.	708	22	20½	19	
Summerberry, Sask.	716	22	20½	19	
Wolseley, Sask.	723	22	20½	19	
Sintaluta, Sask.	732	22	20½	19	
Indian Head, Sask.	742	22	20½	19	
Qu'Appelle, Sask.	752	22	20½	19	
McLean, Sask.	761	23	21½	20	
Balgonie, Sask.	770	23	21½	20	
Pilot Butte, Sask.	776	23	21½	20	
Regina, Sask.	785	23	21½	20	
Grand Coulee, Sask.	794	23	21½	20	
Pense, Sask.	802	23	21½	20	
Belle Plaine, Sask.	810	23	21½	20	
Pasqua, Sask.	820	23	21½	20	
Moose Jaw, Sask.	827	23	21½	20	
Boharm, Sask.	835	24	22½	21	
Caron, Sask.	843	24	22½	21	
Mortlach, Sask.	853	24	22½	21	
Parkbeg, Sask.	862	24	22½	21	
Secretan, Sask.	872	25	23½	22	
Chaplin, Sask.	881	25	23½	22	
Ernfold, Sask.	894	25	23½	22	
Morse, Sask.	901	25	23½	22	
Herbert, Sask.	909	25	23½	22	
Rush Lake, Sask.	917	25	23½	22	
Waldeck, Sask.	926	25	23½	22	
Aikins, Sask.	931	25	23½	22	
Swift Current, Sask.	937	25	23½	22	
Leven, Sask.	.....	26	24½	23	
Seward, Sask.	951	.....	.....	23	
Webb, Sask.	959	.....	.....	23	
Antelope, Sask.	965	26	24½	23	
Gull Lake, Sask.	973	26	24½	23	
Carmichael, Sask.	981	26	24½	23	
Tompkins, Sask.	989	.....	24½	23	
Side Wood, Sask.	992	26	24½	23	
Crane Lake, Sask.	1002	26	24½	23	
Colley, Sask.	1012	26	24½	23	
Maple Creek, Sask.	1023	26	24½	23	
Kincorth, Sask.	1034	27	25½	24	
Forres, Sask.	1042	27	25½	24	
Cummings, Sask.	1047	..	.....	24	
Walsh, Alta.	1055	27	25½	24	
Irvine, Alta.	1065	27	25½	24	
Dunmore, Alta.	1082	27	25½	24	
Medicine Hat, Alta.	1087	27	25½	24	
Stair, Alta.	1094	27	25½	24	
Bowell, Alta.	1102	27	25½	24	
Suffield, Alta.	1112	27	25½	24	
Langevin, Alta.	1122	27	25½	24	
Kininvie, Alta.	1131	27	25½	24	
Tilley, Alta.	1140	28	26½	25	
Bantry, Alta.	1146	28	26½	25	
Cassils, Alta.	1160	28	26½	25	
Southesk, Alta.	1167	28	26½	25	
Lathom, Alta.	1177	28	26½	25	
Bassano, Alta.	1184	28	26½	25	
Crowfoot, Alta.	1193	28	26½	25	
Cluny, Alta.	1203	28	26½	25	
Gleichen, Alta.	1212	28	26½	25	
Namaka, Alta.	1224	29	27½	26	
Strathmore, Alta.	1232	29	27½	26	
Cheadle, Alta.	1239	29	27½	26	
Langdon, Alta.	1246	29	27½	26	
Shepard, Alta.	1257	29	27½	26	
Calgary, Alta.	1267	29	27½	26	

PRINCE ALBERT BRANCH

(Now on Canadian National Railways.)

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Wascana, Sask.	.....	.....	21½	20	
Lumsden, Sask.	805	23	21½	20	
Disley, Sask.	814	23	21½	20	
Dethune, Sask.	822	24	22½	21	20
Findlater, Sask.	832	24	22½	21	
Chamberlain, Sask.	841	25	23½	22	21
Aylesbury, Sask.	849	25	23½	22	21
Craik, Sask.	859	26	24½	23	22
Girvin, Sask.	868	26	24½	23	
Finsbury, Sask.	.....	27	25½	24	
Bladworth, Sask.	885	27	25½	24	
Bonnington, Sask.	.....	28	26½	25	
Hanley, Sask.	908	28	26½	25	24
Dundurn, Sask.	922	29	27½	26	24
Grindley, Sask.	.....	29	27½	26	
Saskatoon, Sask.	945	29	27½	26	24
Clark's Crossing, Sask.	954	30	28½	27	24
Osler, Sask.	963	30	28½	27	25
Hague, Sask.	975	30	28½	27	25
Rosthern, Sask.	986	31	29½	28	25
Duck Lake, Sask.	997	31	29½	28	25
Roddick, Sask.	1006	31	29½	28	25
MacDowell, Sask.	1014	32	30½	29	25
Clouston, Sask.	1024	32	30½	29	25
West Prince Albert, Sask.	1033	32	30½	29	25
Prince Albert, Sask.	1035	32	30½	29	25

MACLEOD BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Dunmore Jct., Alta.	1082		25½	24	
Bulls Head, Alta.	1090		25½	24	
Seven Persons, Alta.	1098		25½	24	
Whitla, Alta.	1106		25½	24	
Winnifred, Alta.	1113		25½	24	
Bow Island, Alta.	1122		25½	24	
Burdette, Alta.	1129		25½	24	
Grassy Lake, Alta.	1137		26½	25	
Purple Springs, Alta.	1146		26½	25	
Wetmore, Alta.	1154		26½	25	
Woodpecker, Alta.	1162		26½	25	
Chin, Alta.	1171		26½	25	
Coaldale, Alta.	1179		26½	25	
Lethbridge, Alta.	1189		26½	25	
Whoop Up, Alta.	1193		27½	26	
Kipp, Alta.	1208		27½	26	
Pearce, Alta.	1217		27½	26	
Macleod, Alta.	1225		27½	26	

EDMONTON BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Beddington, Alta.	1275	30	28½	27	
Airdrie, Alta.	1286	30	28½	27	
Crossfield, Alta.	1295	30	28½	27	
Carstairs, Alta.	1306	31	29½	28	27
Didsbury, Alta.	1313	31	29½	28	27
Olds, Alta.	1323	31	29½	28	27
Bowden, Alta.	1334	31	29½	28	27
Innisfail, Alta.	1342	32	30½	29	27
Penhold, Alta.	1350	32	30½	29	27
Red Deer, Alta.	1360	32	30½	29	27
Blackfalds, Alta.	1372	32	30½	29	27
Lacombe, Alta.	1378	32	30½	29	27
Morningside, Alta.	1388	32	30½	29	27
Ponoka, Alta.	1395	32	30½	29	27
Hobbema, Alta.	1407	33	31½	30	27
Wetaskiwin, Alta.	1417	33	31½	30	27
Millett, Alta.	1427	33	31½	30	27
Leduc, Alta.	1439	33	31½	30	27
Otaskawan, Alta.	1449	33	31½	30	
Edmonton, Alta. (Strathcona), Alta.	1457	33	31½	30	26

MACLEOD BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Midnapore, Alta.	1277	30	28½	27	
DeWinton, Alta.	1284	30	28½	27	
Okotoks, Alta.	1293	30	28½	27	
High River, Alta.	1293	30	28½	27	
Cayley, Alta.	1284	31	29½	27	
Nanton, Alta.	1276	31	29½	27	
Stavely, Alta.	1261	32	28½	27	
Claresholm, Alta.	1251	32	28½	27	
Leavings, Alta.	1239	32	28½	27	

STONEWALL BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Stony Mountain, Man.	441	18	16½	15	
Stonewall, Man.	448	18	16½	15	
Balmoral, Man.	457	.....	17½	Apr. 16	
Teulon, Man.	467	.....	17½	24/99	16

SOURIS BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Beresford, Man.	578	20	18½	17	
Souris, Man.	578	20	18½	17	
Menteith Jct., Man.	585	21	19½	18	
Menteith, Man.	587	21	19½	18	
Hartney, Man.	594	21	19½	18	
Lauder, Man.	603	21	19½	18	
Napinka, Man.	612	21	19½	18	
Melita, Man.	620	21	19½	18	
Elva, Man.	627	.....	19½	18	
Pierson, Man.	634	21	19½	18	
Gainsboro, Man.	643	21	19½	18	
Carievale, Man.	651	21	19½	18	
Carnduff, Man.	659	21	19½	18	
Glenewen, Man.	669	21	19½	18	
Oxbow, Man.	676	21	19½	18	
Alameda, Man.	683	21	19½	18	
Frobyshire, Man.	691	21	19½	18	
Hirsch, Man.	699	22	20½	19	
Bienfait, Man.	709	22	20½	19	
Estevan, Man.	718	22	20½	19	

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PASQUA SECTION

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
North Portal, Sask.	981	23	21½	20	
Roche Percee, Sask.	968	23	21½	20	
Macoun, Sask.	940	23	21½	20	
Halbrite, Sask.	922	23	21½	20	
Weyburn, Sask.	905	23	21½	20	
Willow Grass, Sask.	888	23	21½	20	
Milestone, Sask.	867	23	21½	20	
Roleau, Sask.	845	23	21½	20	
Drinkwater, Sask.	832	23	21½	20	

SELKIRK BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Middlechurch, Man.	436	.....	16½	15	
Parkdale, Man.	440	.....	16½	15	
Lower Fort Garry, Man.	447	18	16½	15	
West Selkirk, Man.	451	18	16½	15	

EMERSON BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
St. Boniface, Man.	429	18	16½	15	14
St. Norbert, Man.	.....	18	16½	15	
Niverville, Man.	450	18	16½	15	
Otterburn, Man.	457	18	16½	15	
Dufrost, Man.	467	18	16½	15	
Arnaud, Man.	475	18	16½	15	
Dominion City, Man.	483	18	16½	15	
Emerson City, Man.	493	18	16½	15	

PEMBINA BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
St. James, Man.	432	18	16½	15	
Fort Whyte, Man.	439	.....	16½	15	
LaSalle, Man.	446	18	16½	15	
Shanawan, Man.	452	18	16½	15	
Osborne, Man.	457	18	16½	15	
McTavish, Man.	463	.....	16½	15	
Morris, Man.	470	18	16½	15	
Rosenfeld, Man.	484	18	16½	15	
Altena, Man.	491	.....	16½	15	
Gretna, Man.	498	18	16½	15	
Plum Coulee, Man.	493	18	16½	15	
Winkler, Man.	501	18	16½	15	
Morden, Man.	509	18	16½	15	
Thornehill, Man.	515	18	16½	15	
Darlingford, Man.	522	19	17½	16	
Manitou, Man.	530	19	17½	16	
La Riviere, Man.	540	19	17½	16	
First Siding, Man.	.....	19	17½	16	
Pilot Mound, Man.	553	19	17½	16	
Crystal City, Man.	557	19	17½	16	
Clearwater, Man.	562	19	17½	16	
Mather, Man.	569	19	17½	16	
Cartwright, Man.	576	19	17½	16	
Holmfield, Man.	583	19	17½	16	
Killarney, Man.	592	20	18½	16	
Ninga, Man.	603	20	18½	16	
Boissevain, Man.	610	20	18½	16	
Whitewater, Man.	621	21	19½	17	
Deloraine, Man.	630	21	19½	18	
Madora, Man.	641	21	19½	18	

SOUTH WESTERN BRANCH

From Canadian Pacific Railway	Miles	Prior to Aug. 1st, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Headingley, Man.	441	18	16½	15	
Starbuck, Man.	454	18	16½	15	
Fannystelle, Man.	462	18	16½	15	
Culrose, Man.	468	.....	16½	15	
Elm Creek, Man.	473	18	16½	15	
Barnsley, Man.	479	18	16½	15	
Carmen, Man.	486	18	16½	15	
St. Claude, Man.	489	18	16½	15	
Rathwell, Man.	498	19	17½	16	
Traherne, Man.	505	19	17½	16	
Holland, Man.	513	19	17½	16	
Cypress River, Man.	523	19	17½	16	
Glenboro, Man.	532	19	17½	16	
Stockton, Man.	540	19	17½	16	
Treesbank, Man.	548	19	17½	16	
Methven, Man.	553	19	17½	16	
Nesbitt, Man.	559	19	17½	16	
Carroll, Man.	568	19	17½	16	

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From Canadian Pacific Railway	Miles	Prior to Aug. 14, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
PIPESTONE BRANCH					
Delau, Man.	593	21	19½	18	
Findlay, Man.	601	21	19½	18	
Pipestone, Man.	610	21	19½	18	
Reston, Man.	617	21	19½	18	
From Manitoba & North-Western Railway					
Macdonald, Man.	493	19	17½	16	15
Westbourne, Man.	500	19	17½	16	
Woodside, Man.	510	19	17½	16	
Gladstone, Man.	518	19	17½	16	
Midway, Man.	.....	19	17½	16	
Arden, Man.	535	19	17½	16	
Neepawa, Man.	544	19	17½	16	
Franklin, Man.	554	19	17½	16	
Minnedosa, Man.	562	19	17½	16	
Riverdale, Man.	570	20	18½	17	
Rapid City, Man.	577	20	18½	17	
Basswood, Man.	572	20	18½	17	
Newdale, Man.	580	20	18½	17	
Strathclair, Man.	590	21	19½	18	
Shoal Lake, Man.	598	21	19½	18	
Kelloe, Man.	607	21	19½	18	
Solsgirth, Man.	613	21	19½	18	
Birtle, Man.	621	21	19½	18	
Foxwarren, Man.	629	21	19½	18	
Binscarth, Man.	638	21	19½	18	
Russell, Man.	650	21	19½	18	
Harrowby, Man.	651	21	19½	18	
Langenburg, Sask.	664	21	19½	18	
Churchbridge, Sask.	673	21	19½	18	
Bredenbury, Sask.	680	21	19½	18	
Saltcoats, Sask.	689	21	19½	18	
Rokeby, Sask.	699	22	20½	19	
Yorkton, Sask.	706	22	20½	19	

From Canadian Northern Railway	Miles	Prior to Aug. 14, 1898	Aug. 1, 1898	Sept. 1, 1899	Present rate where lower
Ogilvie, Man.	526	19	17½	16	
Plumas, Man.	532	19	17½	16	
Glenella, Man.	541	19	17½	16	
Glencairn, Man.	554	19	17½	16	
McCreary, Man.	565	.....	.....	16	
Laurier, Man.	574	20	18½	17	
Makinak, Man.	582	20	18½	17	
Ochre River, Man.	590	21	19½	18	
Dauphin, Man.	603	21	19½	18	
Valley River, Man.	612	21	19½	18	
Sifton, Man.	620	21	19½	18	
Fork River, Man.	632	21	19½	18	
Winnipegosis, Man.	642	21	19½	18	
Ethelbert, Man.	636	.....	19½	18	
Garland, Man.	645	.....	19½	Apr. 24 1899 18	
Pine River, Man.	655	.....	19½	18	
Sclater, Man.	666	.....	19½	18	
Cowan, Man.	673	.....	.....	18	
From E. N. W. C. Railway					
Forrest, Man.	566	20	18½	17	
Varcoe, Man.	574	20	18½	17	
Rapid City, Man.	577	20	18½	17	
Pettapiece, Man.	585	21	19½	18	
Oak River, Man.	596	21	19½	18	
Hamiota, Man.	604	21	19½	18	
From Manitoba & South-Eastern Railway					
Lorette, Man.	442	.....	16	15	14
Dufresne, Man.	450	.....	16	15	14
St. Anne, Man.	454	.....	16	15 †**	14
La Broquerie, Man.	467	.....	16	15	14
End of Track, Man.	.....	.....	16	15	14

†**First rates published April 24th, 1899. This line is now part of Canadian National Railways.

Schedule H

Analysis of the rates, IN CENTS PER 100 LBS., on Grain and Flour from stations on the Canadian National Railways in Saskatchewan to Fort William and Port Arthur, showing the following information:—

1. Names of Stations, singly or in groups.
2. Mileage to Port Arthur, C.N.R. No. W.100-A.C.R.C. No. W.370.
3. Rates as published in Canadian National Railways Tariff No. W.183-B, C.R.C. No. W.251, effective July 6th, 1922, and Supplements thereto.
4. Maximum Crows Nest rates, according to the statutory rates, (Crows Nest Agreement), from Main line stations of the Canadian Pacific Railway to Fort William and Port Arthur. For example:

	Miles	Present Rate	Maximum Rate
Herbert, Sask., to Pt. Arthur, C.P.R. Main Line	904	22	22
South Saskatoon, Sask., to Pt. Arthur, C.N.R., G. T. P.	904	24	22
Vonda, Sask., to Pt. Arthur, C.N.R. Can. Nor.	906	24	22
Maple Creek, Sask., to Pt. Arthur, C.P.R. Main Line	1017	23	23
Take, Sask., to Pt. Arthur, C.N.R., G.T.P.	1016	26	23
Highgate, Sask., to Pt. Arthur, C.N.R. Can Nor.	1015	26	23
Aikins, Sask., to Pt. Arthur, C.P.R. Main Line	926	22	22
Hawoods, Sask., to Pt. Arthur, C.N.R., G.T.P.	925	25	22
Warman, Sask., to Pt. Arthur, C.N.R. Can. Nor.	922	24	22

5¾ Excess Rate in Cents per 100 lbs.

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From	Miles	Published Rates	Maximum Rates	Excess
KAMSACK SUB-DIVISION				
Togo	694	19	19	
Runnymede	703	19	19	
Cote	709	19	19	
Kamsack	715	19	19	
HUMBOLT SUB-DIVISION				
Verigin	724			
to				
Tiny (4)	747	19	19	
Buchanan	754	19	20	
Rama	765	20	20	
Invermay	722	20	20	
Margo	780			
to				
Clair (6)	815	21	20 (6)	1
Quill Lake	823	21	21	
Wimmer	830	22	21	1
Watson	836	22	21	1
Englefeld	842	23	21	2
St. Gregor	849	23	21	2
Muenster	856	23	21	2
Humbolt	862	23	22	1
BATTLEFORD SUB-DIVISION				
Carmel	872			
to				
Warman (9)	922	24	22 (9)	2
Dalmeny	931	25	22	3
Langham	939			
to				
North Battleford (10)	1005	25	23 (10)	2
VERMILLION SUB-DIVISION				
Battleford	1018	26	24	2
Highgate	1015	26	23	3
Delmas	1023			
to				
Aberfeldy (9)	1083	26	24 (9)	2
KIPLING SUB-DIVISION				
Maryfield	647			
to				
Langbank (6)	685	18	18	
Hawthorne	693	19	19	
Kipling	700	19	19	
GLENAVEN SUB-DIVISION				
Dalzell	706			
to				
Kendal (7)	746	19	19	
Odessa	754	19	20	
Vibank	762	19	20	
Davin	770			
to				
Regina (6)	794	20	20	
CRAIK SUB-DIVISION				
Ardmore	799			
to				
Lumsden (5)	814	20	20	
Disley	823	20	21	
Bethune	831	20	21	
Findlater	841	21	21	
Chamberlain	850	21	21	
Aylesbury	858	21	22	
Craik	868	22	22	
Girvin	876	22	22	1
Davidson	884	23	22	1
Bladsworth				
to				
Saskatoon (12)	908	24	22 (12)	2

From	Miles	Published Rates	Maximum Rates	Excess
DUCK LAKE SUB-DIVISION				
Saskatoon, Y. Yards	912	24	22	2
Clark's Crossing	917	24	22	2
Osler	926	25	22	3
Hague	937			
to				
Clouston (9)	988	25	23 (9)	2
CALDER SUB-DIVISION				
MacNutt	694			
to				
Stornoway	718	18	19	
Rhein	726	19	19	
Hamton	735	19	19	
Donwell	742	19	19	
YORKTON SUB-DIVISION				
Kessock	715			
to				
Barbour (3)	725	18	19	
Tonkin	727			
to				
Foncbill (7)	747	19	19	
Willowbrook	751	19	20	
ASSINIBOINE SUB-DIVISION				
Amsterdam	747	19	20	
Tadmore	754	19	20	
Hassan	757	19	20	
PRINCE ALBERT SUB-DIVISION				
Crooked River	876			
to				
Melfort (8)	915	24	22 (8)	2
Beatty	923	25	22	3
Kinistino	933			
to				
Prince Albert (9)	960	25	23 (9)	2
ST. BRIEUX SUB-DIVISION				
Lipsett	908			
to				
Moseley (7)	868	24	22 (7)	2
THUNDERHILL SUB-DIVISION				
Pelly	749			
to				
Presceville (6)	767	19	20	
Ketchen	775	20	20	
Hazeldell	783			
to				
Kelvington (5)	809	21	20 (5)	1
BROOKSBY SUB-DIVISION				
Whittome	918	25	22	3
Brooksby	928	25	22	3
Ridgedale	925	25	23	2
CARLYLE SUB-DIVISION				
Ryerson	654			
to				
Carlyle (6)	684	18	18	
Wordsworth	693			
to				
Lampman (4)	715	18	19	
Cullen	724	19	19	
Bryant	731	19	19	
Blewett	737	20	19	1
Chandler	745	20	19	1
Elswick	750			
to				
Radville (6)	787	20	20	

( ) Denotes number of stations rate applies.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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BENGOUGH SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Brooking	794	20	20	
Ceylon	804	20	20	
Hardy	810	21	20	1
Roe	816	21	20	1
Ritchie	823	21	21	
Bengough	831	21	21	

BIENFAIT SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Kingsford	723	19	19	
Bienfait	732	19	19	
Estevan	741	19	19	

MOOSE JAW SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Abbott	796			
to				
Parry (5)	817	20	20	
Dummer	824			
to				
Briercrest (5)	854	20	21	
Lavinka	854	20	21	
Tilney	850	20	21	
Baildon	845			
to				
Moose Jaw (3)	836	20	21	

GRAVELBOURG SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Claybank	848	20	21	
Bayard	851	20	21	
Spring Valley	859			
to				
Mossbank (5)	888	21	22	
Ettington	897			
to				
Gravelbourg (4)	919	22	22	

KINDERSLEY SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Hawker	913	25	22	3
Vanscoy	923	25	22	3
Delisle	931	25	22	3
Laura	939			
to				
Pym (7)	972	25	23 (7)	2
Rosetown	977			
to				
Brock (6)	1012	26	23 (6)	3
Neatherhill	1018	26	24	2
Beadle	1024	26	24	2
Kindersley	1031	26	24	2

HANNA SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Fairmont	1039			
to				
Alaska (6)	1073	26	24 (6)	2

DELISLE SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Birdview	940			
to				
Wiseton (20)	1012	25	23 (20)	2
Forgan	1020	26	24	2
Elrose	1025	26	24	2
Hughton	1031	26	24	2
Wartime	1038			
to				
Hardene (13)	1079	26	24 (13)	2

CARLTON SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Mennon	937			
to				
Carlton (5)	967	25	23 (5)	2

SHELLBROOK SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Buckland	968			
to				
Leask (7)	1009	26	23 (7)	3
Marcelin	1016	26	23	3
Blaine Lake	1024			
to				
Hatford (5)	1019	26	24 (5)	2
Speers	1011			
to				
Lilac (5)	997	25	23	2

CROOKED LAKE SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Clonfort	996			
to				
Mattes (4)	1015	26	24 (4)	2
Debden	1020	26	24	2
Eldred	1026	26	24	2
Dumble	1034	27	24	3
Bodmin	1030	27	24	3
Big River	1046	27	24	3

STURGEON RIVER SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Hamlin	1012	26	23	3
Prince	1019			
to				
Turtleford (7)	1060	26	24 (7)	2
Cleves	1067			
to				
St. Walburg (3)	1082	27	24 (3)	3

HARTE SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Welby	665			
to				
Zenita (6)	682	18	18	
Atwater	690	18	19	
Bangor	695	18	19	
Waldron	703	19	19	
Melville	716	19	19	

TOUCHWOOD SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Birmingham	724	19	19	
Fenwood	729	19	19	
Goodeve	736	20	19	
Hubbard	746	20	19	
Ituna	752			
to				
Quinton (8)	795	21	20 (8)	1
Raymore	800	22	20	2
Semans	809	22	20	2
Tate	814	23	20	3
Nokomis	823			
to				
Venn (3)	838	23	21 (3)	2
Watrous	846	24	21	3

YORATH SUB-DIVISION

From	Miles	Published rates	Maximum Rates	Excess
Xena	853	24	21	3
Young	860			
to				
Saskatoon (8)	908	24	22 (8)	2
Farley	913			
to				
Asquith (4)	930	25	22 (4)	3
Juniata	935			
to				
Biggar (6)	965	25	23 (6)	2

( ) Denotes number of stations rate applies.

UNITY SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Chan	973	25	23	2
Paho	981	25	23	2
Landis	987	25	23	2
Cavell	995	26	23	3
Reford	1001	26	23	3
Scott	1007	26	23	3
Take	1016	26	23	3
Unity	1022			
to				
Artland (6)	1061	26	24 (6)	2

CANORA SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Brewer	722			
to				
Ebenezer (7)	747	19	19	
Gorlitz	753	19	20	
Burges	746	19	19	
Canora	740	19	19	

QU'APPELLE SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Colmer	725			
to				
Gillespie (5)	745	19	19	
Balcarres	752			
to				
Edgeley (6)	779	19	20	
Avonhurst	785			
to				
Victoria Plains	800	20	20	

CUDWORTH SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Ancrum	867			
to				
Cudworth (9)	903	24	22 (9)	2
Leofnard	907			
to				
Hoey (5)	931	25	22 (5)	3
St. Louis	935			
to				
Prince Albert (6)	960	25	23 (6)	2

DODSLAND SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Argo	972	25	23	2
Lydden	978	25	23	2
Springwater	984			
to				
Dodsland (6)	1013	26	23 (6)	3
Millerdale	1019			
to				
Loverna (9)	1069	26	24 (9)	2

PORTER SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Lett	979	25	23	2
Slater	985	25	23	2
Cando	991			
to				
Dacer (5)	1016	26	23 (5)	3
Battleford	1018	26	24	2

WEYBURN SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Mansur	772	20	20	
Weyburn	778	20	20	

BOUNDARY SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Rowatt	804			
to				
Riseton (4)	802	20	20	
Vechard	796			
to				
Griffin (8)	752	19	20	
Innes	746	19	19	
Huntoon	739			
to				
Sander (4)	722	19	19	
Minard	716			
to				
Openshaw (6)	741	18	19	
Souris River	747	19	19	
Elcott	751	19	20	
Northgate	754	19	20	

RIVERHURST SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Sidmar	801			
to				
Stony Beach (5)	818	20	20	
Eastview	824	20	21	
Burdick	820	20	21	
Moose Jaw	836	20	20	
Burt	842	21	21	
Archydal	848	21	21	
Grayburn	854	21	21	
Rowletta	860	22	22	
Lake Valley	865	22	22	
Eskbank	870	22	22	
Darmody	878			
to				
Riverhurst (6)	907	23	22 (6)	1

CUTKNIFE SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Lindquist	1023			
to				
Carruthers (7)	1064	26	24 (7)	2

BATTLEFORD SUB-DIVISION

From Supplement No. 37 to C.N.R. Tariff No. 2 183-B.

From	Miles	Published Rates	Maximum Rates	Excess
Dixon	867	24	22	2

GRAVELBOURG SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Coppen	926	22	22	
Bateman	932	22	22	
St. Boswells	937			
to				
Neidpath (4)	960	22	23	

PEBBLES SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
Bemerayde	723	19	19	
Corning	729	19	19	
Handsworth	737	19	19	

PRINCE ALBERT N. E. SUB-DIVISION

From	Miles	Published Rates	Maximum Rates	Excess
White Star	969	26	23	3
Henribourg	976	26	23	3
Paddockwood	984	26	23	3

The above from Supplement No. 37 to C.N.R. Tariff No. W. 183 B.

( ) Denotes number of stations rate applies.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051439

Schedule I

Statement of rates in cents per 100 lbs. on grain and flour to Vancouver and Westminster, B. C., effective September 15th, 1925, as published in C.P.R. Tariff W. 5469 C.R.C. W. 2788, and what they should be equalized to original C.P.R. Main Line Crow's Nest Pass basis, from Alberta points.

Station from	Miles from Vancouver	Published rate	Rates for similar mileage to Ft. William	Excess amount
BASSANO SUB-DIVISION				
Sharrow	830			
to				
Cavendish (3)	815	23	21	2
Buffalo	806			
to				
Duchess (11)	746	22	20	2
Rosemary	738	22	19	3
Countess	729	21	19	2
MAPLE CREEK SUB-DIVISION				
Walsh	850			
to				
Dunmore (6)	825	23	21	2
Medicine Hat	813	23	20	3
BROOKS SUB-DIVISION				
Redcliffe	812	23	20	3
Bowell	803	23	20	3
Suffield	792			
to				
Cassils (3)	745	22	20	2
Southesk	737	22	19	3
Lathom	728			
to				
Gleichen (6)	693	21	19	2
Ogden	647	21	18	3
Calgary	642	21	18	3
Stobart	693	21	18	3
Namaka	685	21	19	2
Strathmore	677			
to				
Shepard (5)	652	21	18	3
GLEICHEN SUB-DIVISION				
Barstow	689	21	19	2
Strangmuir	679			
to				
Indus (4)	659	21	18	3
EMPRESS SUB-DIVISION				
Empress	859	23	21	2
LAGGAN SUB-DIVISION				
Brickburn	637			
to				
Cochrane (4)	619	21	18	3
Mitford	614			
Morley (3)	600	20	18	2
HARDISTY SUB-DIVISION				
Hayter	951			
to				
Cadogan (3)	936	26	23	3
Cairns	931			
to				
Hardisty (7)	889	26	22	4
WETASKIWIN SUB-DIVISION				
Lougheed	877			
to				
Killam (3)	863	26	22	4
Strome	854	25	22	3
Daysland	845	25	21	4
Bawlf	836	24	21	3
Ohaton	827	23	21	2
Camrose	819	23	21	2
Bittern Lake	809			
to				
Wetaskiwin (3)	794	24½	20	4½

Station from	Miles from Vancouver	Published rate	Rates for similar mileage to Ft. William	Excess amount
LEDUC SUB-DIVISION				
Millet	804			
to				
Nisku (4)	821	24½	20	4½
Ellerslie	827			
to				
Edmonton (3)	836	21	20	1
ALTAWAN SUB-DIVISION				
Jaydot	904			
to				
Craigewer (4)	882	25½	22	3½
STIRLING SUB-DIVISION				
Manyberries	872	25½	22	3½
Orion	865	24½	22	2½
Pakowki	859	24½	22	2½
Etzikom	852			
to				
Foremost (3)	837	24½	21	3½
Legend	829	24	21	3
Skiff	821	24	21	3
Conrad	812	24	20	4
Wrentham	803	23	20	3
Judson	796	23	20	3
COUTTS SUB-DIVISION				
Wilson	790			
to				
McNab (5)	804	23	20	3
Warner	811	24	20	4
Milk River	822	24	21	3
Coutts	835	24	21	3
CARDSTON SUB-DIVISION				
Raymond	795			
to				
Magrath (3)	805	23	20	3
Bradshaw	812	24	20	4
Spring Coulee	817	24	20	4
Raley	825	24	21	3
Cardston	834	24	21	3
RALAY SUB-DIVISION				
Woolford	833	24	21	3
ALDERSYDE SUB-DIVISION				
Nobleford	750	23	20	3
Barons	742	23	19	4
Carmangay	732	23	19	4
Champion	724			
to				
Ensign (4)	701	22	19	3
Brant	697	21	19	2
Blackie	600	21	19	2
Mazeppa	682	21	18	3
KIPP N. E. SUB-DIVISION				
Diamond City	767			
to				
Turin (4)	789	23	20	3
CORONATION SUB-DIVISION				
Compeer	935	26	23	3
Altario	927			
to				
Throne (8)	870	26	22	4

( ) Denotes number of stations affected.

051440

Station from	Miles from Vancouver	Published rate	Rates for similar mileage to Ft. William	Excess amount
LACOMBE SUB-DIVISION				
Coronation	862	26	22	4
Federal	856	25	22	3
Fleet	849			
to				
Gadsby (5)	820	25	21	4
Botha	813	25	20	5
Stettler	805			
to				
Chigwell (7)	764	24	20	4
LORRAINE SUB-DIVISION				
Lure	866	26	22	4
Bulwark	872	26	22	4
BURSTALL SUB-DIVISION				
Hilda	901			
to				
Schuler (3)	912	25½	22	3½
SUFFIELD SUB-DIVISION				
Agatha	800	23	20	3
Illingworth	807	24	20	4
Ronalane	815	24	20	4
Cecil	819			
to				
Retlaw (6)	849	24	21	3
Enchant	860	24½	22	2½
Travers	858	24½	22	2½
Lomond	877			
to				
Arrowwood (7)	916	25½	22	3½
IRRICANA SUB-DIVISION				
Granta	727			
to				
Hamlet (7)	710	24	19	5
Nightingale	706			
to				
Craigdhu (3)	693	23	19	4
LANGDON SUB-DIVISION				
Inverlake	669	21	18	3
Dalroy	675	21	18	3
Keoma	681	23	18	5
Irricana	689			
to				
Acme (3)	702	23	19	4
Boyant	707			
to				
Nacmine (8)	740	24	19	5
Drumheller	746	24	20	4
RED DEER SUB-DIVISION				
Beddington	652			
to				
Crossfield (5)	672	21	18	3
Carstairs	683			
to				
Olds (3)	700	23	19	4
Bowden	710	24	19	5
Innisfail	718			
to				
Red Deer (3)	737	24	20	4

Station from	Miles from Vancouver	Published rates	Rates for similar mileage to Ft. William	Excess amount
LEDUC SUB-DIVISION				
Blackfalds	748			
to				
Ponoka (4)	722	24	21	3
Menaik	777			
to				
Navarre (3)	789	24½	21	3½
ALBERTA CENTRAL SUB-DIVISION				
Cygnet	746			
to				
Hespero (5)	744	24	21	3
Condor	778			
to				
Rye (3)	790	25	21	4
Rocky Moutnain House	796	25	22	3
MACLEOD SUB-DIVISION				
Turner	648			
to				
Aldersyde (6)	675	21	18	3
High River	682			
to				
Nanton (3)	699	21	19	2
Parkland	708	22	19	3
Stavely	714	22	19	3
Fulteney	720	22	20	2
Claresholm	724	22	20	2
Woodhouse	730	23	20	3
Granum	735	23	20	3
Mekastoe	747	23	21	2
TABER SUB-DIVISION				
Dauntless	833			
to				
Grassy Lake (8)	821	24	21	3
Purple Springs	806	24	20	4
Fincastle	800	24	20	4
Taber				
to				
Lethbridge (8)	763	23	20	3
CROW'S NEST PASS SUB-DIVISION				
Kipp	760			
to				
Pincher (8)	743	23	20	3
Cowley	741			
to				
Sentinel (9)	713	23	19	4

SUMMARY

1 station 1 ct.	Excess 1	
47 stations 2 cts.	Excess 94	
4 stations 2½ cts.	Excess 10	
112 stations 3 cts.	Excess 336	
21 stations 3½ cts.	Excess 73½	
70 stations 4 cts.	Excess 280	
7 stations 4½ cts.	Excess 31½	
18 stations 5 cts.	Excess 90	
	916	
	280	3.27 Cts. Average

Mileage as per C.P.R. Tariff W. 5100 C.R. C.W. 2738.

( ) Denotes number of stations affected.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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051441

Schedule J

STATEMENT of export rates on grain and flour from points on the Canadian National Railway in Alberta to Vancouver as published, and what they should be equalized to C.P.R. Main Line basis to Fort William as covered by Crow's Nest Pass Agreement. Rate in cents per 100 lbs.

C.N.R. Tariff W. 135 D. C.R.C.W. 432.
C.N.R. Tariff W. 100 A. C.R.C.W. 370.

Station from	Miles from Vancouver	Published rates	Equalized to Fort William basis	Excess amount
UNITY SUB-DIVISION				
Butz	926			
to				
Edgerton (5)	908	25	22	3
Heath	901			
to				
Wainwright (3)	889	24	22	2
VIKING SUB-DIVISION				
Fabyan	822			
to				
Kinsella (5)	857	24	22	2
Philips	852			
to				
Torlea (3)	837	24	21	3
Bruce	832			
to				
Poe (3)	819	23	21	2
Ryley	815	23	20	3
Shonts	807	23	20	3
Tofiel	803	22	20	2
Lindbrook	796	22	20	2
Deville	791			
to				
Edmonton (7)	765	21	20	1
WABAMUN SUB-DIVISION				
Bissell	758			
to				
Spruce Grove (3)	746	21	20	1
Stony Plan	741			
to				
Duffield (3)	727	20	19	1
BLACKFOOT SUB-DIVISION				
Lloydminster	932	25	23	2
Blackfoot	925			
to				
Islay (3)	906	25	22	3
Borradaile	899	24	22	2
Vermillion	892	24	22	2
VEGREVILLE SUB-DIVISION				
Claysmore	884			
to				
Ranfurly (5)	852	24	22	2
Lavoy	844	24	21	3
Vegreville	835	24	21	3
Royal Park	828	23	21	2
Mundare	821	23	21	2
Hilliard	819	23	20	3
Chipman	807	23	20	3
Lamont	799	22	20	2
Bruderheim	792	22	20	2
Scotford	785			
to				
Oliver (4)	770	21	20	1

( ) Denotes number of stations affected.

Station from	Miles from Vancouver	Published rates	Equalized to Fort William basis	Excess amount
OYEN SUB-DIVISION				
Sibbald	1058			
to				
Chinook (7)	1020	26	24	2
Dobson	1012			
to				
Hanna (8)	973	26	23	3
DRUMHELLER SUB-DIVISION				
Watts	965			
to				
Munson (6)	934	25	23	2
Drumheller	945	24	C. 20	4
Rosedale	949			
to				
Rosebud (4)	969	25	23	2
Redland	972			
to				
Baintree (3)	906	24	C. 20	4
Dunshalt	989	23	C. 20	3
Ardenode	995			
to				
Calgary (6)	996	21	C. 18	3
SHEERNESS SUB-DIVISION				
Taplow	984			
to				
Carolside (6)	1009	26	23	3
Pollockville	1017			
to				
Steveville (4)	1057	26	24	2
BASHAW SUB-DIVISION				
Barde	808	23	20	3
Kingman	815	23	20	3
Dinant	821			
to				
New Norway (6)	835	23	21	2
Ferintosh	841	24	21	3
Dorenlee	847	24	21	3
Bashaw	855			
to				
Mirror (3)	866	24	22	2
THREE HILLS SUB-DIVISION				
Alix	871			
to				
Lousana (5)	893	24	22	2
Elnora	902	24	22	2
Huxley	909			
to				
Twining (5)	932	25	22	3
Swalwell	939	24	C. 19	5
Grainger	945	24	C. 19	5
Bircham	950			
to				
Kathryn (4)	972	23	C. 19	4
Delacour	977			
to				
Hubalta (3)	989	21	C. 18	3

(C.) Competitive.

051442

Station from	Miles from Vancouver	Published rates	Equalized to Fort William basis	Excess amount
HAIGHT SUB-DIVISION				
Inland	828			
to				
Demay (6)	825	23	21	2
STETTLER SUB-DIVISION				
Viewpoint	830	23	21	2
Edberg	837	24	21	3
Meeting Creek	846	24	21	3
Donalda	856			
to				
Scollard (8)	904	24	22	2
Rumsey	911			
to				
Morin (3)	925	25	22	3
STRATHCONA SUB-DIVISION				
Armena	809	23	20	3
Hay Lake	806	22	20	2
New Serepta	800	22	20	2
Looma	787			
to				
Strathcona (3)	773	21	20	1
ALLIANCE SUB-DIVISION				
Kiron	827			
to				
Ankerton (4)	847	24	21	2
Heisler	853			
to				
Alliance (4)	878	24	22	2
BRAZEAU SUB-DIVISION				
Oberlin	865			
to				
Farrant (8)	905	24	22	2
Burbank	908			
to				
Leslieville (8)	950	24	C. 21	3
Codner	959	25	C. 21	4
Lodge	963	25	C. 21	4
Rocky Mountain House	964	25	C. 22	3
RED DEER SUB-DIVISION				
Red Deer	916	24	C. 20	4
CORONADA SUB-DIVISION				
Duagh	776			
to				
Coronada (5)	789	21	20	1
Redwater	798	22	20	2
Kerensky	804	22	20	2
Rodway Centre	812	23	20	3
Waskateneau	819	23	20	3
Warspite	826	23	21	2
Smoky Lake	833	23	21	2
Edwand	843	24	21	3
Bellis	849	24	21	3
Vilna	859			
to				
St. Paul (5)	889	24	22	2

(C.) Competitive.

Station from	Miles from Vancouver	Published rates	Equalized to Fort William basis	Excess amount
LAC. STE. ANNE SUB-DIVISION				
Cannell	761	21	20	1
St. Albert	765	21	20	1
Villeneuve	753	21	20	1
Calahoe	746	21	19	2
Bilby	740			
to				
Alberta Beach (3)	728	20	19	1
Lac. Ste. Anne	724	19	19	
to				
Magnolia (4)	704	19	19	
ATHABASCA SUB-DIVISION				
Volmer	771			
to				
Legal (4)	788	21	20	1
Vimy	796			
to				
Nestow (3)	808	22	20	2
Tawatinaw	815	23	20	3
Rochester	821	23	20	3
Perryvale	829	23	21	2
Meanook	837	23	21	2
Colinton	842	24	21	3
Athabasca	849	24	21	3
SANGUDO SUB-DIVISION				
Gunn	740	20	19	1
Glenevia	748	21	19	2
Cherhill	755			
to				
Lombell (8)	789	21	20	1
Lonira	793	22	20	2
Whitecourt	896	22	20	2

SUMMARY

42 stations reduction 1 ct.	42	
107 stations reduction 2 cts.	214	
77 stations reduction 3 cts.	231	
11 stations reduction 4 cts.	44	
2 stations reduction 5 cts.	10	
	545	2.28 cts. average reduction.
	239	

( ) Denotes number of stations affected.

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051443

Schedule K

(From Afternoon Session, Ottawa, Ont., Tuesday, 23rd February, 1926)

THE ASSISTANT CHIEF: In connection with this matter, the Chief Commissioner has dealt with the general issue, and the question of onus. In the few words I have to say I shall follow that method of procedure.

The Chief Commissioner refers to Sub-section 6 of the legislation of 1925. With great respect, I can see nothing more in that sub-section than a provision that the general inhibitions of the Railway Act in regard to unjust discrimination and undue preference apply. In the absence of the sub-section it might possibly have been successfully plead that rates put in under the statute afforded their own defence and could not be used as a measure of what was comparative unreasonableness. Sub-section 6 prevents such a question arising. The general situation, it seems to me, is controlled by the provisions of the Order-in-Council P. C. 886 of June 5th, 1925. I have had occasion in another connection to express my views in regard to the significance of this Order-in-Council, so this will obviate the necessity of my going into the matter at length. In a general way there is the provision for equalization of freight rates, and that provision I understand to mean, and have so stated in another connection, simply another way of putting the provisions of the Railway Act in regard to unjust discrimination and undue preference. Then the Order-in-Council speaks about giving effect to this policy of equalization, that is the policy which in the Order-in-Council is spoken of as "doing away as far as possible with all unjust discrimination and undue preference, and to secure a fair and reasonable rate structure which under substantially similar circumstances and conditions would be equal in its application to all persons and localities." That is set out in the Order-in-Council as being the underlying principle of the Act of 1903.

It will be seen that the words as quoted deal in essence with unjust discrimination and undue preference.

Then the Order-in-Council goes on to give effect to this policy of equalization which as I say is the policy of providing that under substantially similar circumstances and conditions there should be equality in application of the rate structures.

Then the Order-in-Council recites that after "considering the submissions made by Council and important trade organizations representing different Provinces and localities in the Dominion as to the disadvantages to be offered by such Provinces and localities by any partial or incomplete consideration of the freight rate structure, a thorough and complete investigation of the whole subject of railway freight rates in the Dominion should be carried out by the Board of Railway Commissioners." That is, as I read it, there is a direction given to the Board that there should be no partial or incomplete consideration of the freight rate structure.

Then, without quoting the unimportant words, "the Committee therefore advise that the Board be directed to make a thorough investigation of the rate structures of railways and railway companies subject to the jurisdiction of Parliament, with a view to the establishment of a fair and reasonable rate structure, which will under substantially similar circumstances and conditions, be equal in its application to all persons and localities."

So as I read the Order-in-Council I think the general subject matter of discrimination is to be looked at in a general way in the investigation by the Board, and this very important matter which is raised in the present application, it seems to me, is the same situation. Counsel for the applicants have in one or two instances suggested that if the removal of discrimination leads to reduction in revenues to the railways, that may be offset by increases in revenue in rates on articles that can stand, and it seems to me that the very suggestion that other commodities should stand increases is indication of the fact that we cannot look at one item by itself, we have to look at things generally.

I am therefore of opinion on this phase of the matter, that this is a question which should be dealt with in the General Investigation. And my opinion is that the hearings

which will be taking place in the not far distant future in the West would afford an opportunity of going into the matter generally.

051444

In regard to the question of onus, I only want to say one thing. I have listened carefully to what has been said, and I cannot avoid bearing in mind the fact that the Board has had before it at other times, the question of the Crow's Nest rates, and I think that the decision of the Board on the 15 per cent. case, in which the branch line rate at Edmonton, for example, was recognized, shows that the Board did not recognize there any main line basis as being the controlling factor, but considered that the rates applicable would be arrived at by deducting the proper statutory deduction. What has been put forward in regard to the grouping along the main line basis has, as I see it, at present, been, if I may say so, more ingenious than conclusive. It is true that certain groups are pointed to. There are mileage groups in the sense that you find certain maxima in one and a certain number in the other. But the groups are irregular in extent, and it seems to me that in so far as this is relied on as being the measure of the alleged discrimination existing as between branch line rates and main line rates, it is not sufficiently conclusive to justify me in saying that the onus has been placed on the railways.

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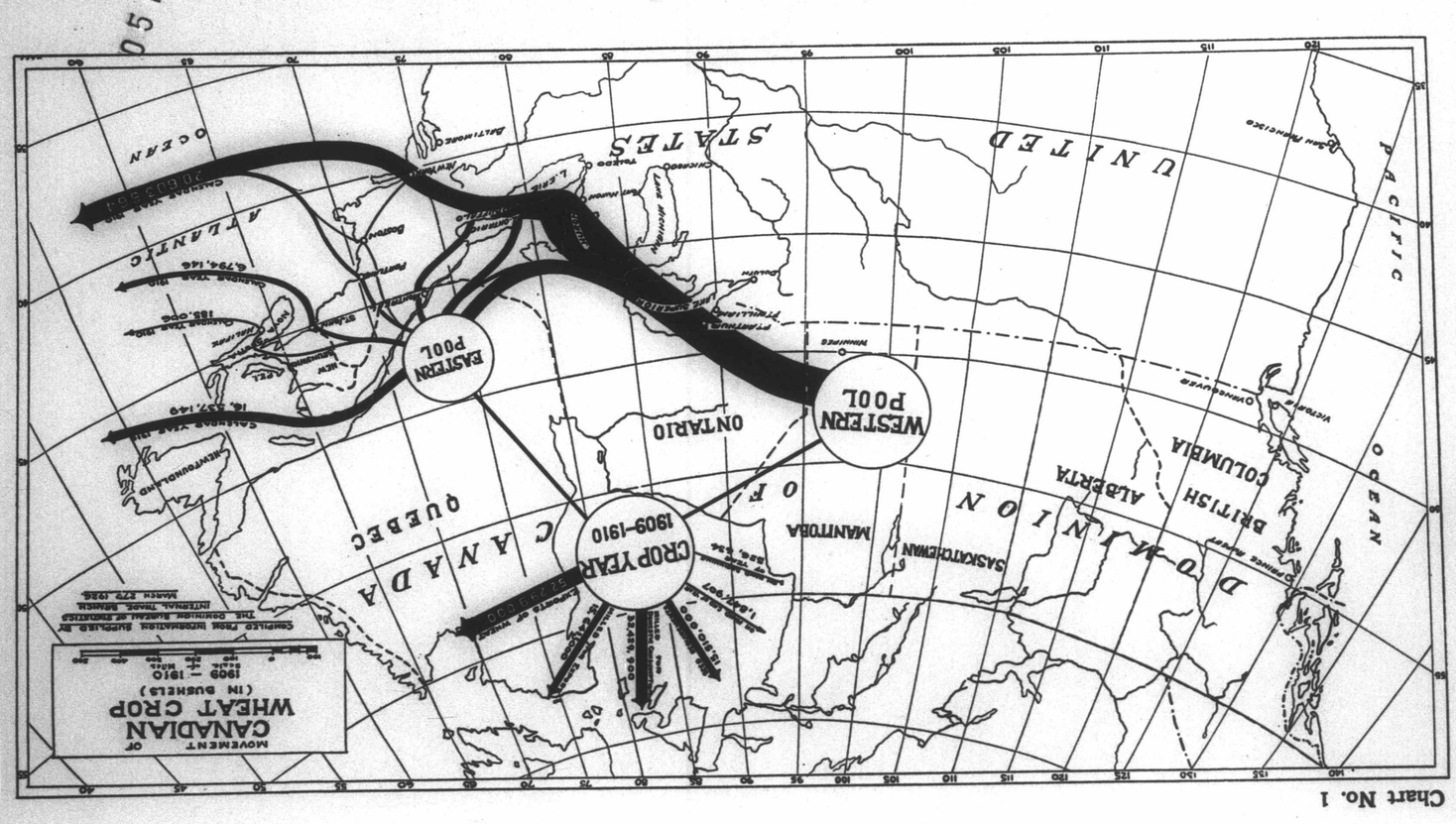

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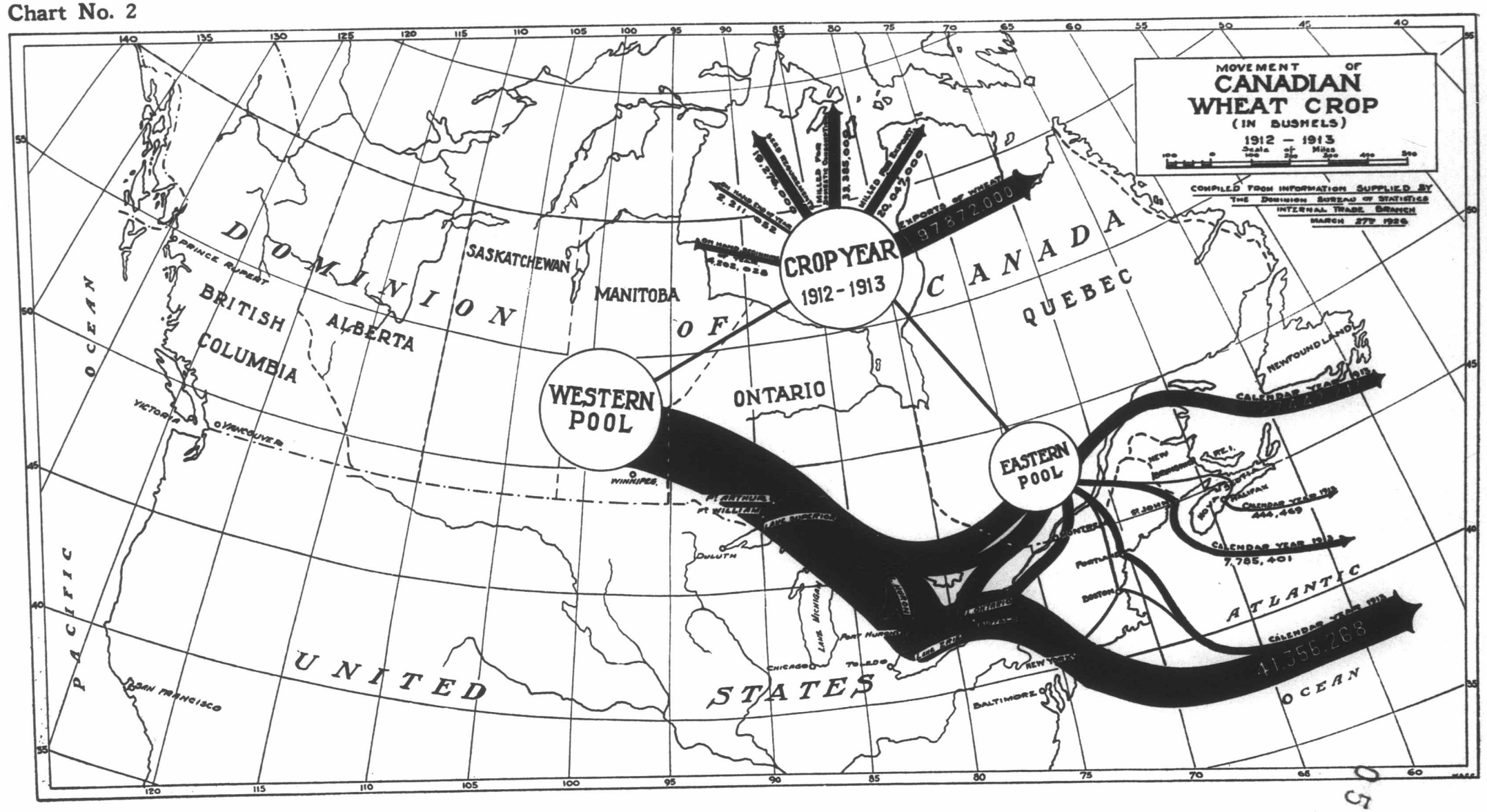

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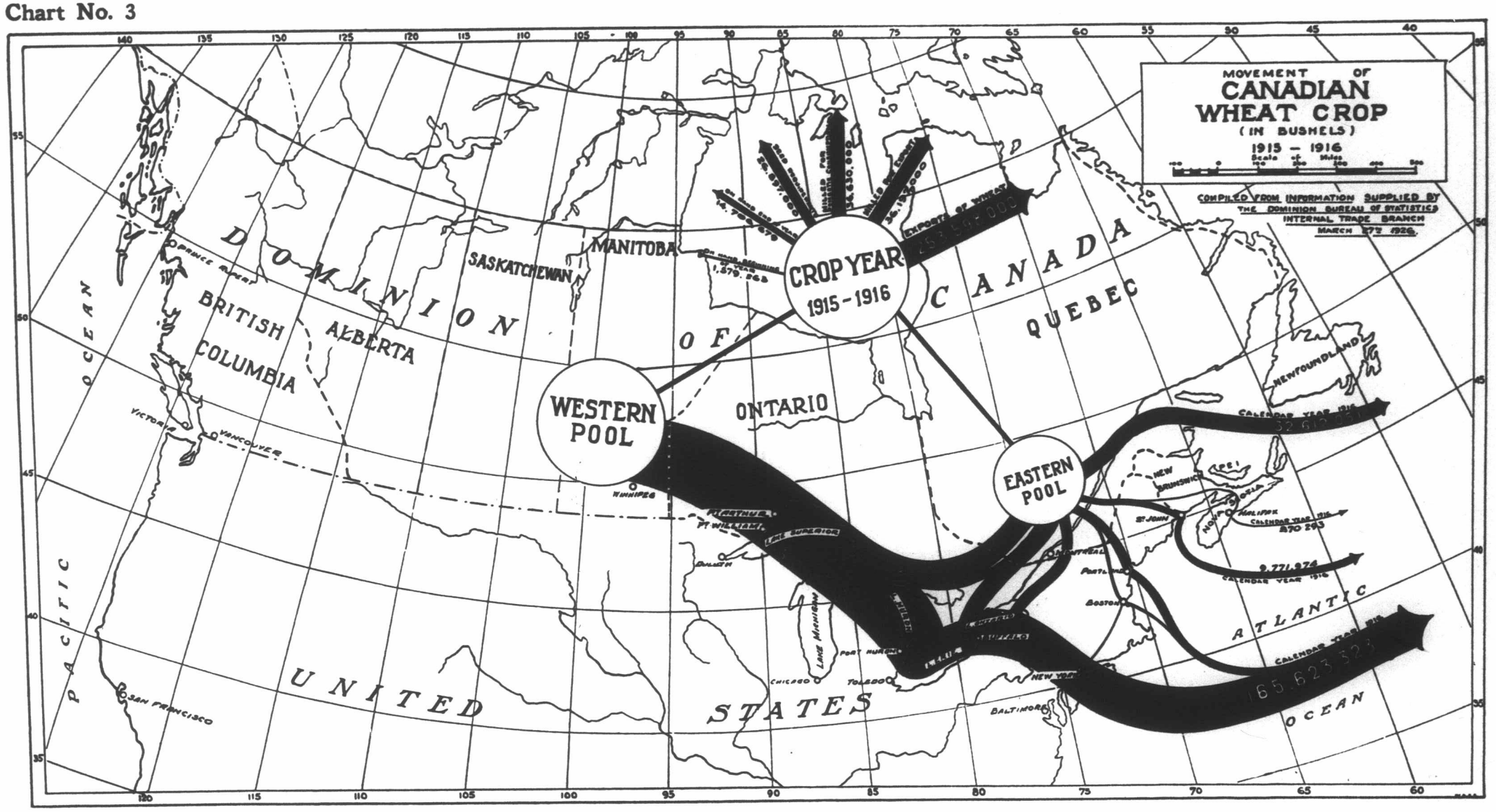

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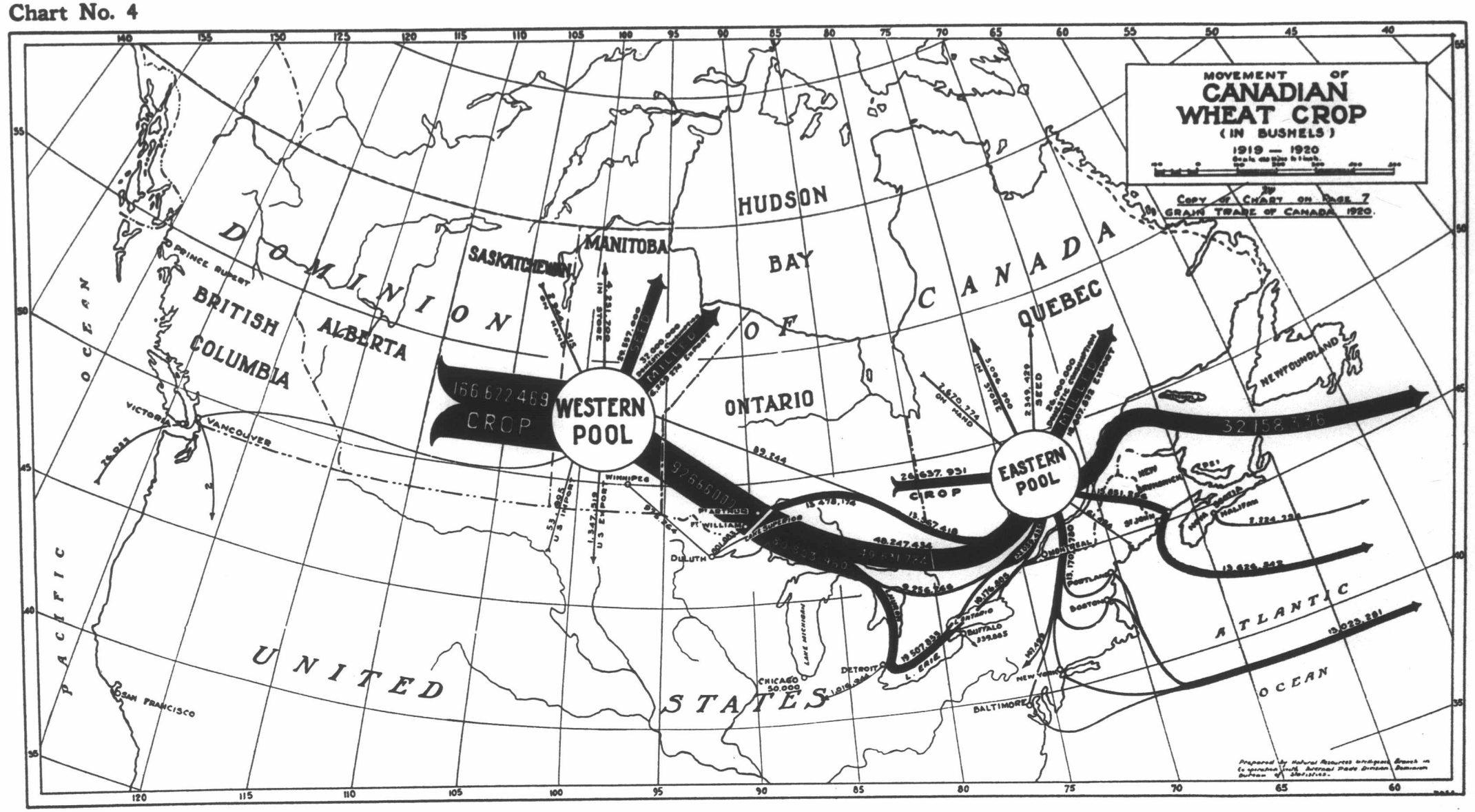

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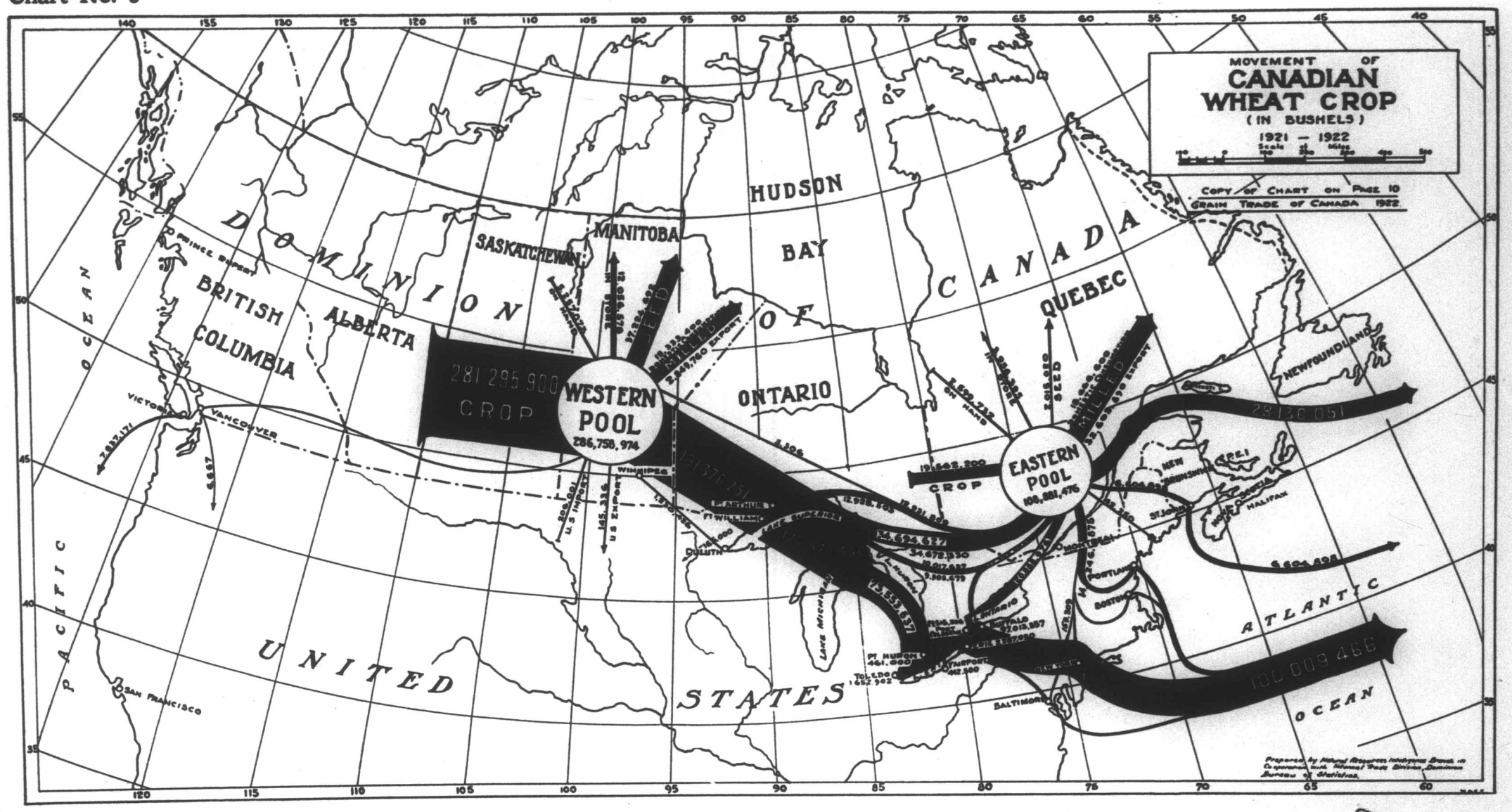

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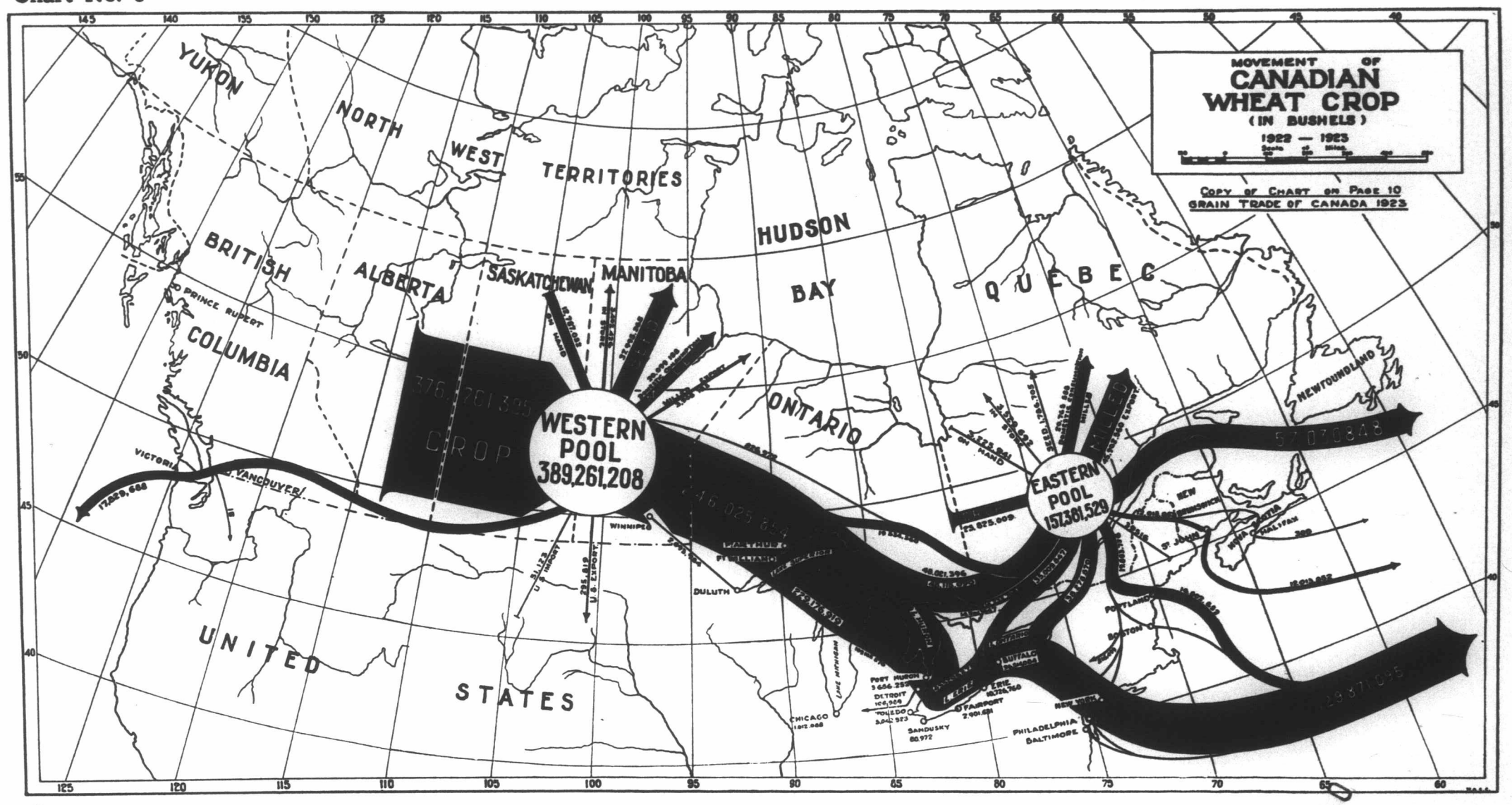

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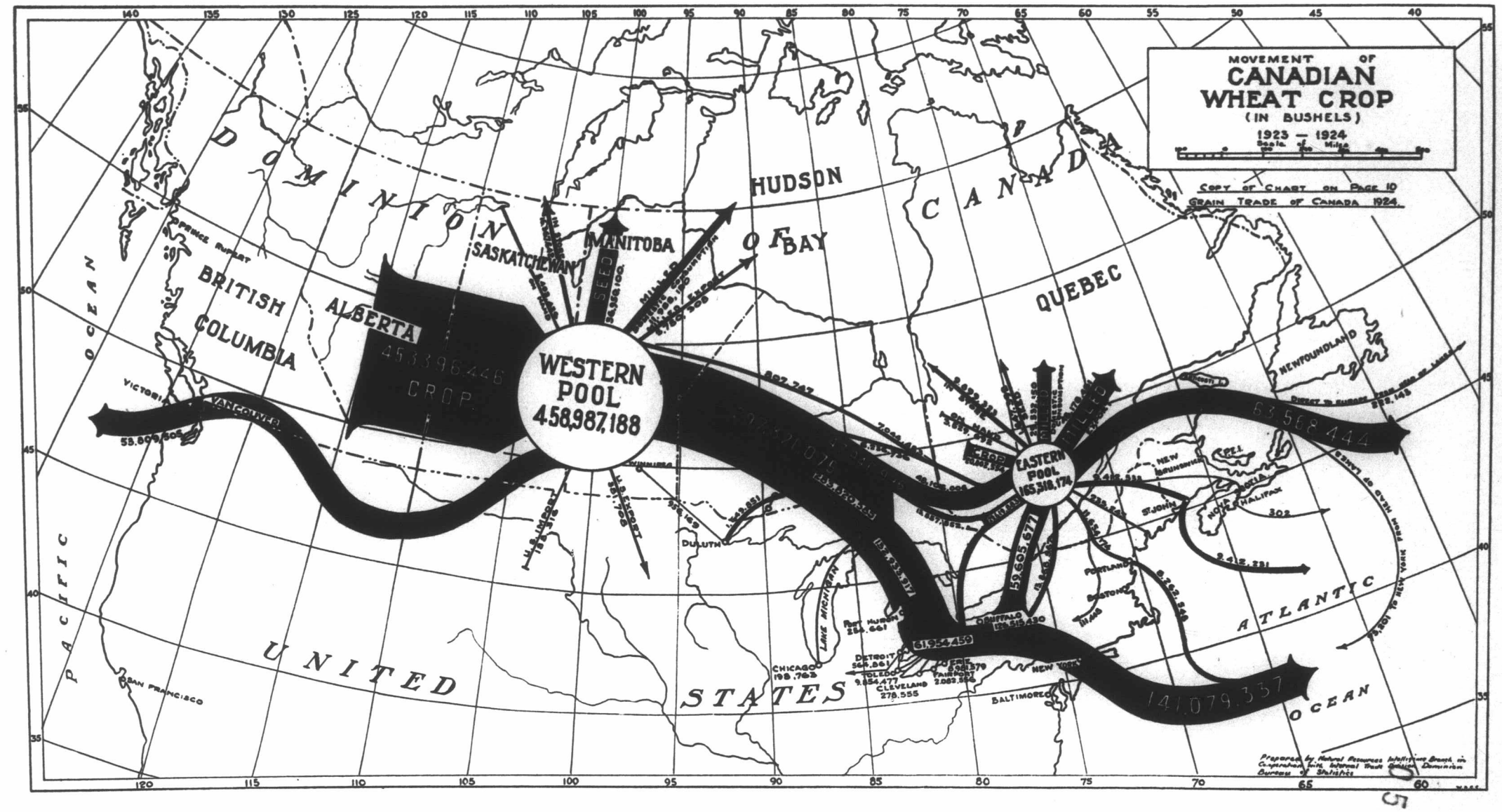

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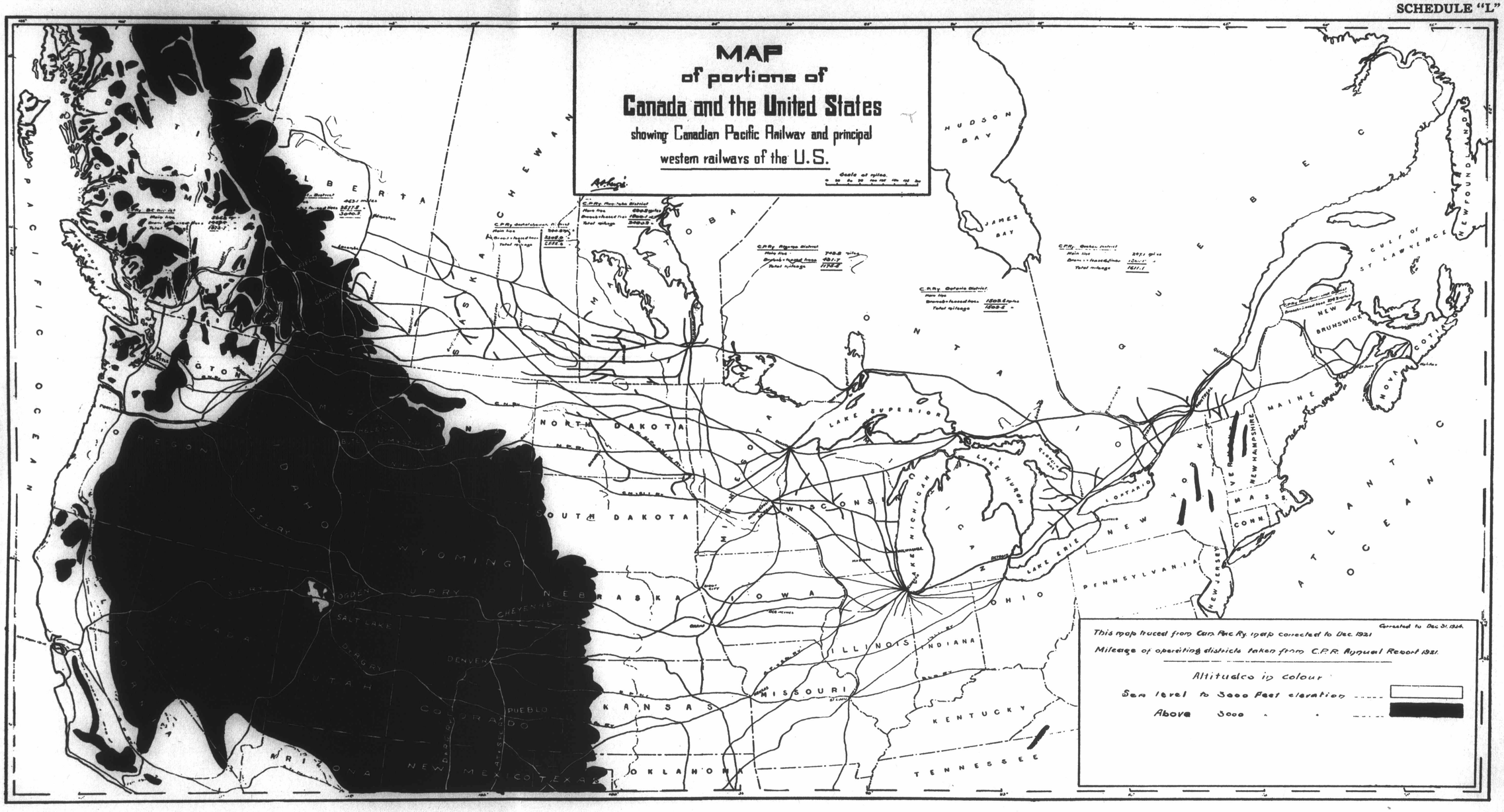

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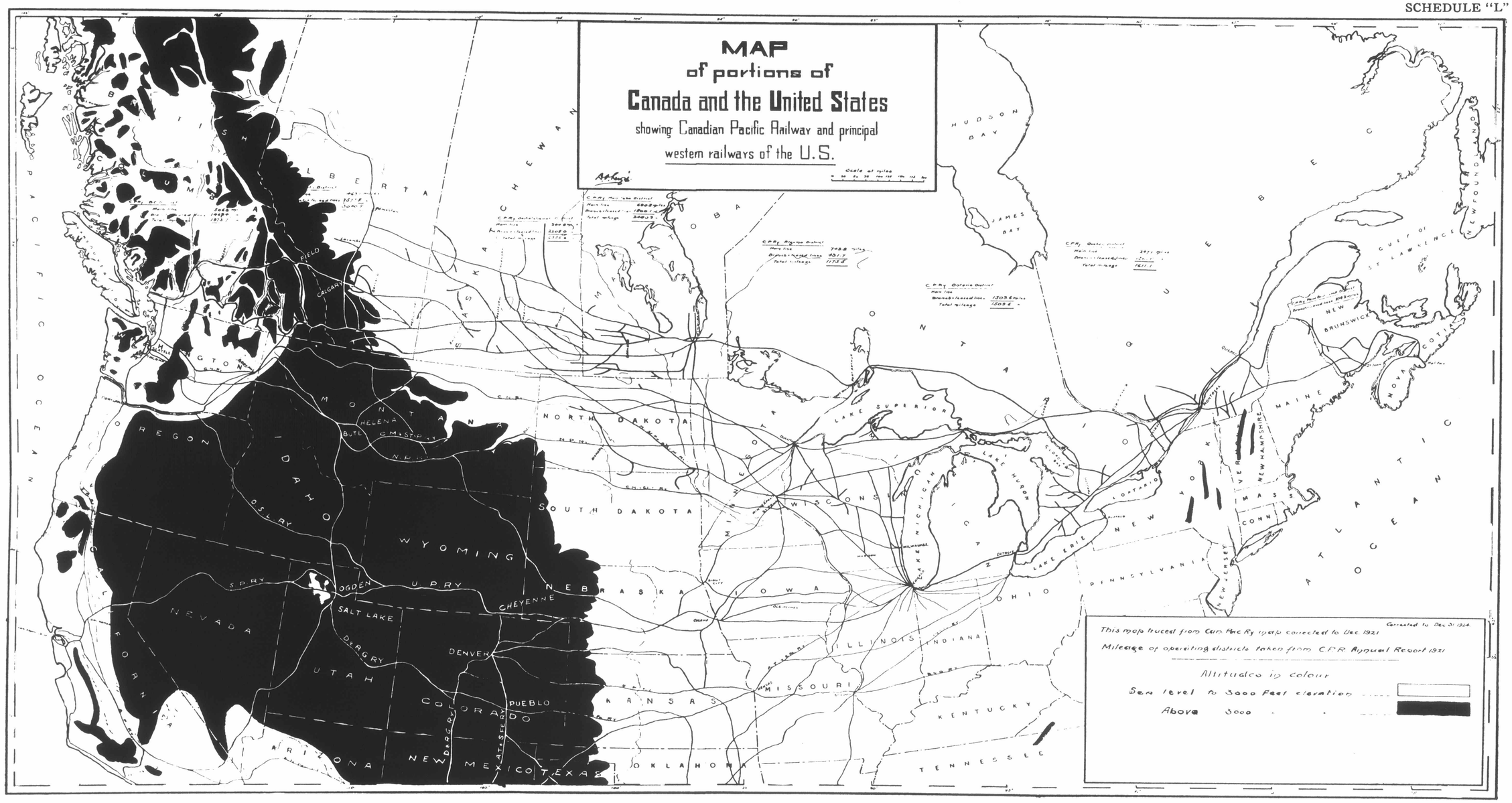

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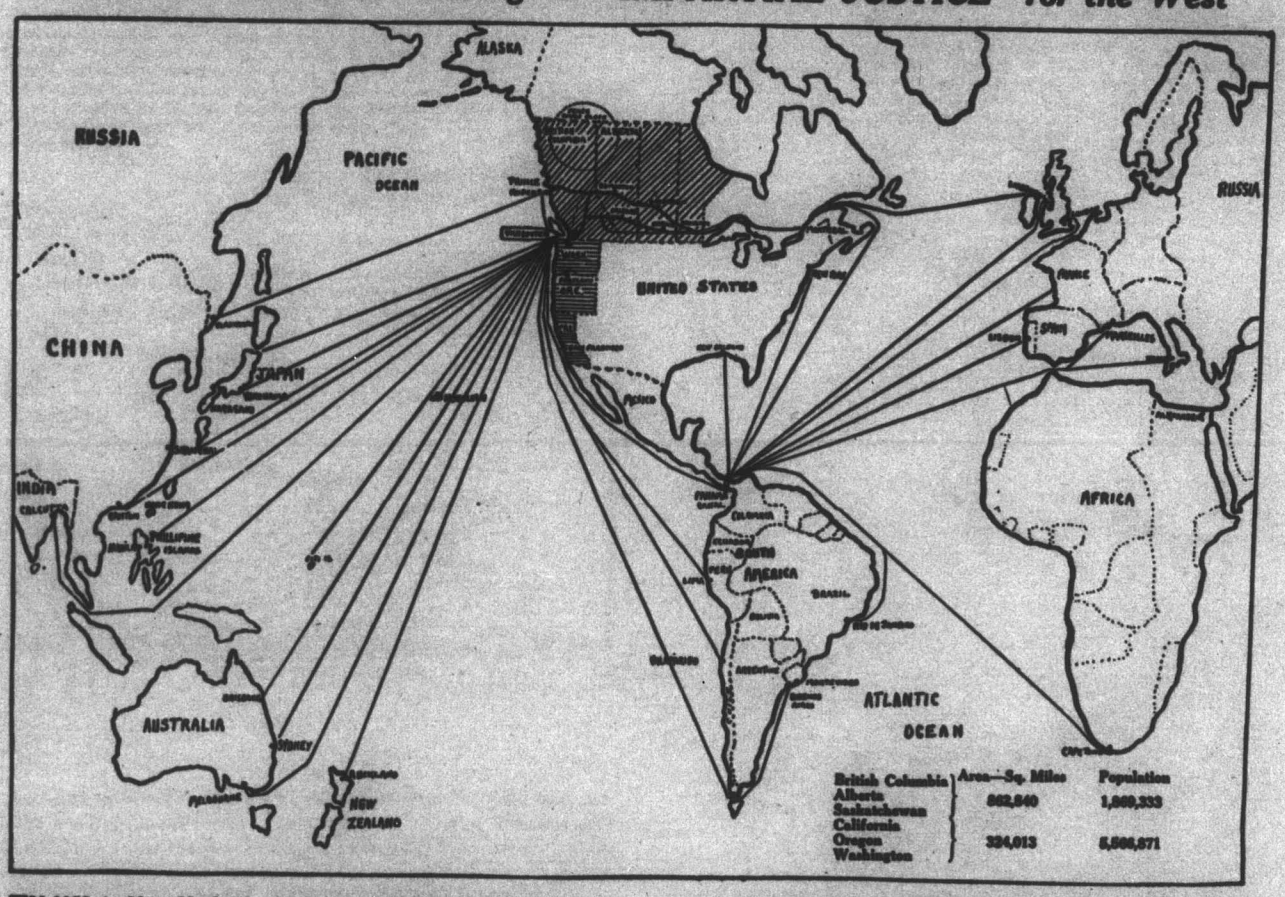
051453

EQUALIZATION OF FREIGHT RATES

IS NOT A

Shippers *vs.* Transportation Company Controversy

The Development of an Empire depends upon it. That is why the Government of British Columbia is asking for "IMPARTIAL JUSTICE" for the West



IN 1852, in New York, the Honorable William H. Seward—later Abraham Lincoln's Secretary of State—predicted the Pacific Ocean as the world's future centre of trade and commerce.

In 1925, in San Francisco, Captain Robert Dollar—a recognized authority on world trade—predicts that there will be more ships on the Pacific Ocean 25 years hence than there will be on the Atlantic Ocean.

Great Britain, recognising these facts, is shifting Gibraltar from the Mediterranean to Singapore.

Japan in 50 years has leaped from nothing to one of the world's ranking nations in volume of trade.

The Australian cities of Melbourne and Sydney have amassed a population of approximately a million citizens each.

The four hundred millions of people in China are awakening, and their great ports of Shanghai, Hongkong and Canton are showing a commercial development unparalleled in history.

The three Pacific Coast States—Washington, Oregon and California—although less in area than British Columbia alone, and with but a tithe of the natural wealth of Western Canada—have acquired a population more than twice as great as that of the whole of Canada west of the Great Lakes.

The country on the Pacific Ocean showing the least progress is Canada. Canadian statesmen may, by adopting a world outlook and acting on it, enable Canada to participate in the profits to be had in this great Pacific trade development. They must realize that Canada's foreign trade is her greatest asset; that the Pacific Ocean is one of the highways to the world's markets. High western rates constitute a barrier between the western plains and the Pacific Ocean, which denies to Canada the value of the Pacific and the Panama Canal. Equalization of Freight Rates, Westward, is the key that will unlock the door to this great theatre of trade and enable Canada to prosper.

That is why Equalization of Freight Rates is not a Shipper versus Transportation Company controversy, but is a matter dealing with the development of an Empire.

Equalized Freight Rates — the Key to Prosperity

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051454

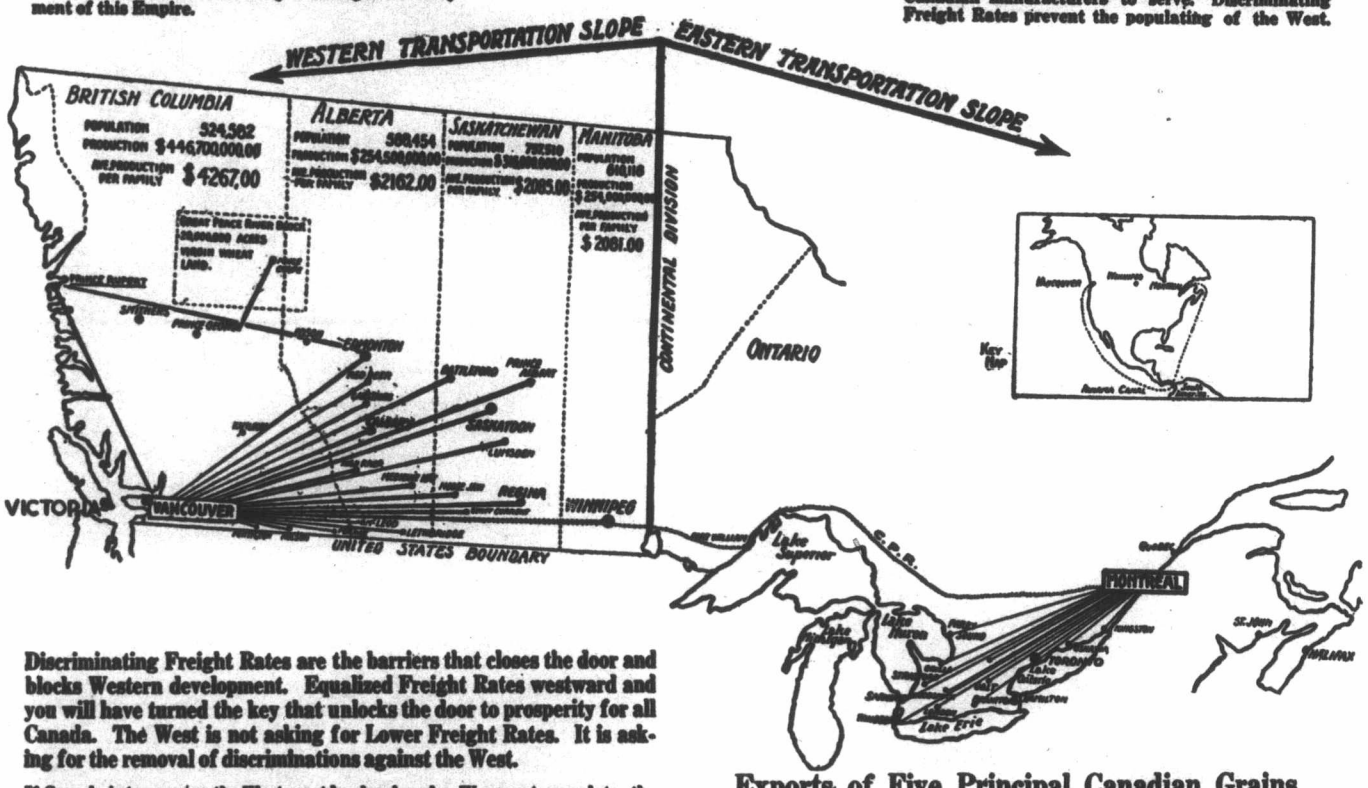
Equalization of Freight Rates

is the key

that will unlock the door to an Empire and prosperity for Canada

The Hinterland of Canada's Pacific Ports is greater in area and potential wealth than any other port, with the single exception of New York. British Columbia, Alberta and Saskatchewan are greater in area than all of the countries of Europe combined, with the exception of a portion of Russia. Discriminating Freight Rates are the barriers that are preventing the development of this Empire.

If British Columbia, Alberta and Saskatchewan were settled as populously as the State of Wisconsin—and there is no reason why they should not be, with their tremendous wealth in agricultural lands, coal, minerals, timber, fruit and fishing—there would be more than 45,000,000 people in the West for Canadian manufacturers to serve. Discriminating Freight Rates prevent the populating of the West.



Discriminating Freight Rates are the barriers that closes the door and blocks Western development. Equalized Freight Rates westward and you will have turned the key that unlocks the door to prosperity for all Canada. The West is not asking for Lower Freight Rates. It is asking for the removal of discriminations against the West.

If Canada is to prosper, the West must be developed. We must populate the Western Provinces. Population will only come where it is profitable to live. Open Canada's natural trade routes to the world's markets for the tremendous natural resources of the West, and we develop this great Empire. Discriminating Freight Rates are the barriers that are preventing Western producers from selling the products of their labor to advantage. Canadians in the West question the policy that is diverting Canadian foreign trade merchandise into American lakeport and seaport trade and commerce. Atlantic and Pacific Canadian ports should handle Canadian exports and imports.

Take the case of grain moving to the United Kingdom and Continental markets. There is a charge of 13 1-2c per bushel for hauling grain from Calgary to Vancouver, as compared with the rate of 10 1-2c per bushel from Wapella, Sask., to Fort William, the same distance.

As a result of the discrimination in rates against a shorter mileage to Vancouver, Fort William acts as a way-station to Buffalo and New York. Western Canadians ask, and are entitled to, a removal of this discrimination that has prevented Canadian coast ports from successfully competing with the American ports in the handling of Canadian grain. Equalized Freight Rates would not only help to build Canadian trade and commerce, but would make a saving in excess of $25,000,000 for the Western farmer—sufficient in itself to bring about prosperity to Western Canada.

Exports of Five Principal Canadian Grains

	Via Canadian Ocean Ports	Via American Ocean Ports
Year ending August, 1924	152,814,810	170,450,348
Year ending August, 1923	109,005,882	153,693,499
Year ending August, 1922	66,072,914	118,277,210

If it is in the interests of national prosperity to permit the Western farmers to use the most economic route for marketing their grain, the same principle holds true in respect to the goods they buy. In fact, every dollar saved on economic transportation in the West means more people and more dollars available to develop Western Canada's natural resources and purchase more goods made by Canadian factories.

CANADIAN BUSINESS MEN must decide whether Canada shall remain a reserve for the benefit of the Canadian Pacific Railway or whether the Canadian Pacific Railway, as a public utility, shall serve the best interests of the whole Dominion. The West believes that Canadian statesmen should not consider the question of Freight Rates as a matter of controversy between a Transportation Company and a shipper, but that they should deal with it as a matter pertaining to the development of Canada as a whole.

Acting as one—the East and the West—equalized Freight Rates will become an established fact. Let us turn this key that will open the door of prosperity for all.

Equalized Freight Rates — the Key to Prosperity

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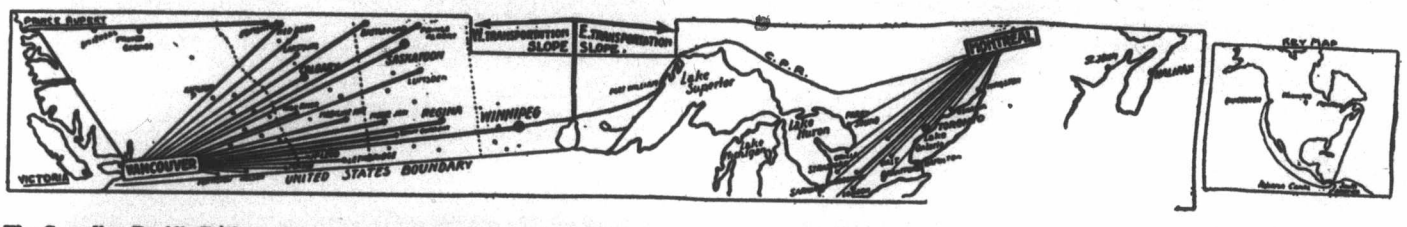
051455

Canadian Pacific Railways

Western Rates are Higher

in face of the fact that

Western Construction and Operating Costs are Less



The Canadian Pacific Railway Company has stated in its propaganda campign, directed to maintain the rates at a high level, that its rates are lower than those charged by the railways in the United States, and proves its statement by selected instances where rates are lower in Canada than they are in the United States. It is just as easy, by selecting other rates, to prove the reverse of the Canadian Pacific Railway Company's statement to be true, and that in instances where commodities actually moved in volume. Sugar is refined in Vancouver and San Francisco. The rates are lower out of San Francisco than they are out of Vancouver, although the mountain operations of the railway out of San Francisco are infinitely greater than exist on the Canadian Pacific Railway.

SUGAR RATES, CARLOADS, FROM VANCOUVER TO WINNIPEG AND SAN FRANCISCO TO POINTS NAMED

	Miles	Rate. (In Cents Per 100 Lbs.)
From Vancouver to Winnipeg	1460	1.60
From San Francisco to Minneapolis	2144	.88½
Difference	678	.72½

Mileage from San Francisco is 46.8% longer. Rate from Vancouver is 82% more.

	Miles	Rate. (In Cents Per 100 Lbs.)
From Vancouver to Winnipeg	1460	1.60
From San Francisco to Winnipeg	2661	1.46½
Difference	1195	.14½

Mileage from San Francisco is 77.4% longer. Rate from Vancouver is 10% more.

	Miles	Rate. (In Cents Per 100 Lbs.)
From Vancouver to Regina	1180	1.41
From San Francisco to Cheyenne, Wyo.	1359	.86½
Difference	179	.54½

Mileage from San Francisco is 15.1% longer. Rate from Vancouver is 61.5% more.

CANNED GOODS

	Miles.	Rate. (In Cents Per 100 Lbs.)
From Vancouver to Winnipeg	1460	1.60
From San Francisco to Minneapolis	2144	.50
Difference	678	.10

Mileage from San Francisco is 46.8% longer. Rate from Vancouver is 10.5% more.

	Miles.	Rate. (In Cents Per 100 Lbs.)
From Vancouver to Winnipeg	1460	1.60
From Seattle to Minneapolis	1907	.90
Difference	441	.70

Mileage from Seattle is 23.2% longer. Rate from Vancouver is 31.3% more.

	Miles	Rate. (In Cents Per 100 Lbs.)
From Vancouver to Toronto	2690	1.60
From Seattle to Memphis, Tenn.	2811	.80
Difference	121	.80

Mileage from Seattle is 4.4% longer. Rate from Vancouver is 51.3% more.

Express Class Rates From Vancouver to Canadian Points as Compared With Rates From Seattle to United States Points of Similar Distance:

	Miles	Rate Per 100 Lbs. 1st Class.	Rate Per 100 Lbs. 2nd Class.	Average Per Cent. Diff.
From Vancouver to Armstrong, B. C.	520	4.05	2.50	
From Seattle to Spokane, Wash.	289	2.01	1.18	
Difference favor Spokane		2.16	.62	52.5%
From Vancouver to Kimbrie, Alta.	776	7.50	4.00	
From Seattle to Butte, Mont.	596	6.18	3.35	
Difference favor Butte		2.17	1.20	36.7%
From Vancouver to Chaplin, Sask.	1023	9.00	4.65	
From Seattle to Billings, Mont.	1013	6.81	4.80	
Difference favor Billings		2.76	1.87	37.1%

Canned goods originate in San Francisco and Vancouver and Seattle. The rates out of Vancouver are higher than out of either Seattle or San Francisco. Express rates are higher out of Vancouver than they are out of Seattle.

Density of Traffic

The Canadian Pacific Railway Company has suggested that lack of density of traffic and operating expenses in Western Canada justify high rates. The Western route and the Pacific Ocean offer a highway to and from world markets. Its density of traffic will be governed solely by the volume of business that Western Canada does in foreign trade markets, unless high rates prevent business moving along natural and economic lines, and divert it into Eastern channels, including American trade channels. If density of traffic, of itself, governs rates, no small business could ever establish in competition with a large one. If high rates are preventing trade development, it is absurd to say that rates cannot come down till trade develops.

Operating Expenses

Operating expenses are lower in Western Canada than they are in Eastern Canada. A combination of high rates and low operating expenses, despite the lack of density of traffic complained of by the Canadian Pacific Railway, has given to that company the bulk of its net earnings during the last 20 years. From 1905 to 1920, the net earnings in the West were $405,000,000, as against $171,000,000 in the East, and its net earnings per train mile in 1920 in the West were $1.19, as against 47c in the East. The operating expenses incurred in its Pacific terminal divisions are less than those incurred in its Atlantic terminal divisions, and its four Western operating divisions operated at less expense than did its four Eastern divisions. The following is a statement showing the operating expenses by districts for the year 1925, the last year available; and it compares the operating expenses on the basis of the cost per car mile and the cost per gross ton mile, the two factors adopted by Mr. W. B. Lanigan when appearing before the Board of Railway Commissioners:

District	*Cost per car mile*	*Cost per Gross ton mile*
New Brunswick (greater cost)	0.210	0.00553
British Columbia	0.166	0.00376
Quebec (greater cost)	0.203	0.00504
Alberta	0.124	0.00296
Ontario (greater cost)	0.141	0.00367
Saskatchewan	0.112	0.00281
Algoma (greater cost)	0.118	0.00293
Manitoba	0.094	0.00232

Cost of Construction

It is being suggested that cost of construction in British Columbia was greater than elsewhere. The Dominion Government built the Canadian Pacific Railway from Kamloops to Vancouver and turned it over to the Railway Company without its costing them a cent. The cost of construction is admitted by Mr. Lanigan to have been lost by this time, and the cost of construction—whatever it was—has been paid for by subsidies and by surplus operating revenues. Every dollar the Canadian Pacific Railway Company shareholders have invested in the original purchase of stock has been returned more than twice over by the payment of dividends, and they are still getting a 10% return on their investment. Canada's place among the nations, and Canada, as a country with a future, depends upon the success that her producers can find in the sale of the bulk of their products in world markets. The unhampered use of natural trade channels to both oceans will assure Canada's national success and prosperity. Unequal treatment, privilege and preference created by rate discrimination will divide the Dominion into sectional parts. Freight Rate discriminations are unwholesome to people whose constitution is fundamentally based upon IMPARTIAL JUSTICE.

Equalized Freight Rates—the Key to Prosperity

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CANADA'S CONTRIBUTION

to the Canadian Pacific Railway and what Canada expects in return

THE Canadian Pacific Railway Company has been substantially assisted both with its construction and operation by grants of money and by grants of land, and by the grant of a substantial portion of its railway system, built and constructed and paid for by the Dominion Government. Its grants of land have increased enormously in value. It has been able to charge rates that have created enormous operating surpluses.

STATEMENT OF GRANTS AND ASSISTANCE RECEIVED BY THE CANADIAN PACIFIC RAILWAY, UP TO DECEMBER 31ST, 1924

Net proceeds from the sale of subsidy lands and terminal [illegible]	$[illegible]
Deferred payments due or accruing due from sale of lands, not yet received by the company	[illegible]
Value of subsidy lands still in possession of company. Company's subsidies [illegible]	[illegible]
Earnings received from sales, other payments of operating expenses, fixed charges and [illegible] dividends, interest, [illegible] and reserves	[illegible]
Subsidies in cash, including the Crows Nest Railway and Kettle Valley Railway subsidies	[illegible]
Constructed railway cost to the Dominion Government, including railway from Kamloops to Vancouver	[illegible]
	$[illegible]

The Canadian Pacific Railway Company, as a result of the generosity of Canadians and high rates charged in Western Canada, has been able to pay a 10% dividend on their common stock since 1911:

The shareholders of the Canadian Pacific Railway have received in dividends from the company every dollar they invested and about 40% besides, during the last fourteen years. Only 20% of the Canadian Pacific Railway Company's stock is owned in Canada.

WHERE CANADIAN PACIFIC RAILWAY STOCK IS OWNED

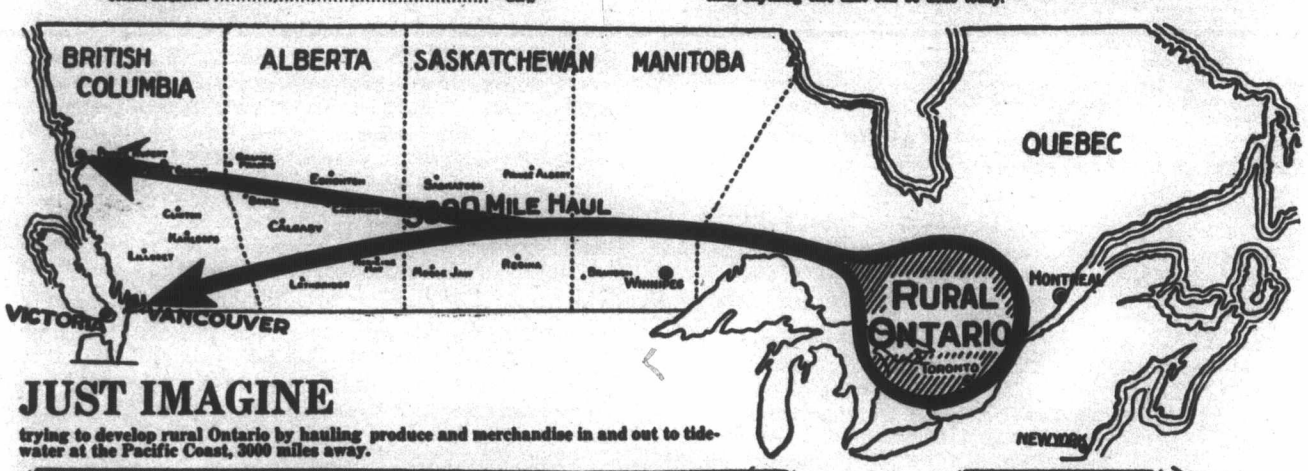
HOLDINGS IN THE UNITED KINGDOM	[illegible]
HOLDINGS IN THE UNITED STATES	[illegible]
HOLDINGS IN FRANCE	[illegible]
OTHER HOLDINGS	[illegible]

The assets of the Canadian Pacific Railway Company have grown to the huge sum of $1,112,000,000. The shareholders have subscribed $360,000,000. The company's outstanding indebtedness to debenture holders totals $220,000,00, leaving a gross surplus of $452,000,000. Canada's contribution to the Canadian Pacific Railway, over and above the surplus and operating revenues, is $329,000,000. The Canadian Pacific Railway has received in cash subsidies, land grants and constructed railways, almost as much as its entire subscription from shareholders.

These enormous contributions were given to the Canadian Pacific Railway to secure its co-operation in developing all parts of the Dominion. The contributions from the Dominion Government were intended to permit the Canadian Pacific Railway to extend its lines for the purpose of opening new areas, in this way ensuring settlement and development. It was supposed that the foreign trade of Canada should flow unhampered to its ports on both shores of the Dominion. Canada's great future lies in Western Canadian settlement. Western Canadian settlement depends on the unhampered use of the Pacific Ocean trade routes.

The Canadian Pacific Railway Company is not co-operating in national development. On the contrary, they are charging rates which create a barrier to trade between Western areas and the Pacific ports. Western Canadians maintain that this company has no right to deny to Canada the use of the Pacific Ocean as a highway to world markets, because it is more profitable to divert Western Canadian business into Eastern channels, which benefits American ports to a greater extent than it does Canadian ports.

The development of Western Canada will create prosperity in the Dominion. The prosperity of the railways will be undiminished. Low rates and greater volume of business will do more for Canada's national welfare and the solution of her railway problems, than anything else that can be done today.



JUST IMAGINE

trying to develop rural Ontario by hauling produce and merchandise in and out to tidewater at the Pacific Coast, 3000 miles away.

THEN HOW

Can you expect the West and British Columbia to develop THIS END OF CANADA so long as the present discriminating freight rates FORCE farmers to ship their wheat out and their merchandise in, over 3000-mile transcontinental rail haul to the Atlantic instead of giving them equalized freight rates which will allow them to use the short haul in and out to Pacific tidewater.

Equalized Freight Rates -- the Key to Prosperity

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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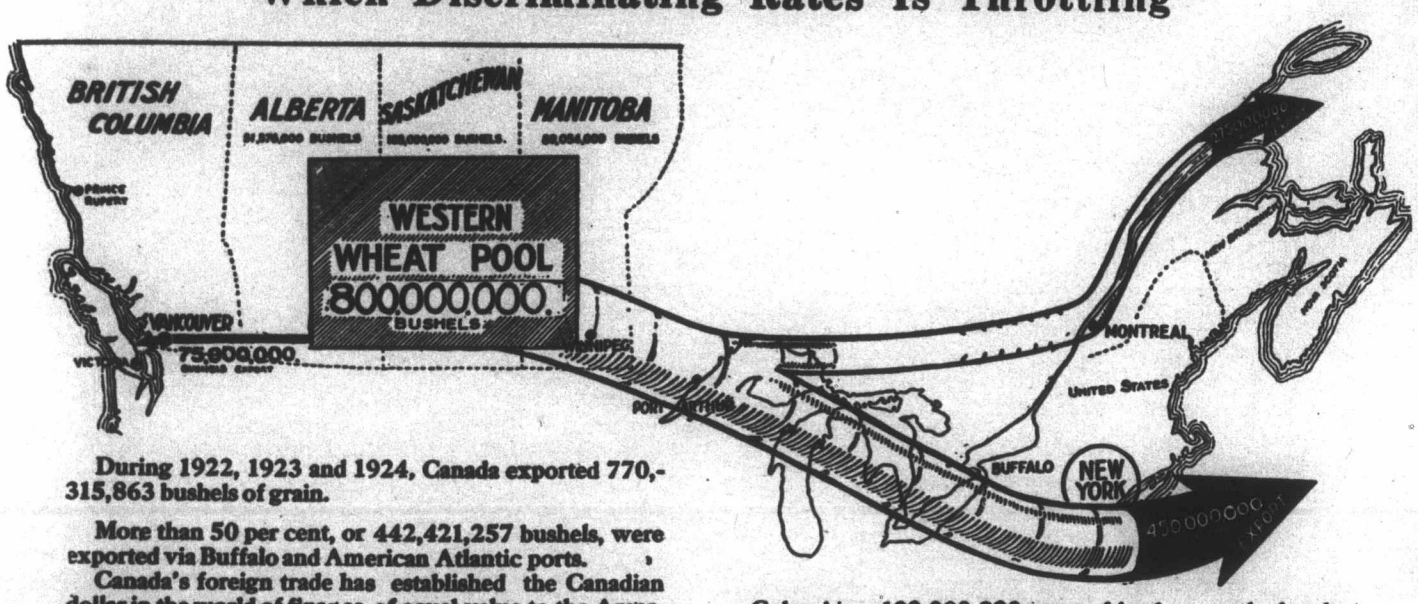
CANADA

51457
05/1

CANADA'S PROSPERITY

DEPENDS WHOLLY ON FOREIGN TRADE

Which Discriminating Rates Is Throttling



During 1922, 1923 and 1924, Canada exported 770,-315,863 bushels of grain.

More than 50 per cent, or 442,421,257 bushels, were exported via Buffalo and American Atlantic ports.

Canada's foreign trade has established the Canadian dollar in the world of finance of equal value to the American dollar—or the most valuable dollar of all the nations in the world.

If Canada adopts a policy that will result in Canadian ports handling all of Canada's foreign trade, Canada will be the most progressive trading country in the world.

A removal of Western Rate discriminations will divert Canadian foreign trade from American to Canadian ports. The recognition of the Western Route to Pacific Canadian ports, by a removal of all Freight Rate discriminations, will make possible the settlement of Alberta, the Peace River country and Northern British Columbia. 100,000,000 acres of land are ready for the plough, when the Western Route is opened to Canadian trade.

To the bulk of Western Canadian farmers, as a result of Freight Rate discriminations, the Panama Canal does not exist. And the Pacific Ocean as a highway to world markets is valueless.

The high rates charged in Western Canada are reflected in the net returns of the Canadian Pacific Railway Company for a period of years. Taking Fort William as the dividing point between lines East and West, the total net earnings of the Canadian Pacific Railway Company for the years from 1921 to 1925 are:

FREIGHT RATE DISCRIMINATIONS THAT THE PRODUCERS OF THE WEST SUFFER

GRAIN			
Calgary to Vancouver	642 miles	Foreign rate	23½c
Calgary to Vancouver	642 miles	Domestic rate	41c
Wapella, Sask., to Fort William	642 miles	Foreign rate	18c
Wapella, Sask., to Fort William	642 miles	Domestic rate	18c
Discrimination against the West on export rates			4½c
Discrimination against the West on domestic rates			23c
SUGAR			
Vancouver to Regina	1100 miles	Rate	$1.41
San Francisco to Cheyenne, Wyoming	1100 miles	Rate	88c
FRUIT			
Express Rates			
Vernon to Calgary	350 miles	Rate	$2.40
Grimsby to Montreal	350 miles	Rate	96c

NET EARNINGS

CANADIAN PACIFIC RAILWAY COMPANY FOR YEARS 1921 TO 1925 INCLUSIVE

Lines West of Fort William	$146,000,000
Lines East of Fort William	77,000,000

NET EARNINGS PER TRAIN MILE, 1925

Lines West of Fort William	$1.33
Lines East of Fort William	.77

These discriminating rates, and the excessive burden of profits which the West must return to the Canadian Pacific Railway Company's foreign shareholders, is throttling the development of the West and retarding all Canada's progress. All Canadians are entitled to the benefits of "IMPARTIAL JUSTICE."

Equalized Freight Rates – the Key to Prosperity

p. 64

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Rec'd "B" Sunday
051458
Rec'd to Mrs B.

My dear Chief

am delighted at your successful Election. Canada needs you badly. There is a strong effort on foot now to set the T.T.R. back. The T.T.R officials like Dalrymple are working for it hard. They want to separate the present system at Port Arthur and the West have published matter from Port Arthur, West Selkirk

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the G.T.R relieved from
the G.T.P and $3,000.00
a year or more given to
them which over the
financial situation
with best wishes from
Mrs Burt myself
Yours sincerely
Dan
Jas. Burt
Edmund Burt

051459

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ANGUS GORDON, RESIDENT MANAGER.

CABLE ADDRESS—TRUNKCHAT

51460

Chateau Laurier

OTTAWA, CANADA.

OPERATED BY

GRAND TRUNK SYSTEM

GRAND TRUNK PACIFIC HOTELS

THE FORT GARRY, WINNIPEG, MAN. THE MACDONALD, EDMONTON, ALBERTA.

My dear Meighen

I have just heard that you have been successful by a large majority I don't offer you my congratulation but I do congratulate the Country I am only one of a very large company who feel that it would have been a disaster had you retired to private life though I think we all feel that from the point of view of your own interest you would have been freely entitled to

Excuse this hurried scrawl as I leave for the train

Yours very sincerely

Beaverbrook

M G 26

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051461

Draft

HIGHLAND PINES INN
WEYMOUTH HEIGHTS
SOUTHERN PINES, N.C.
CREAMER & TURNER

Dear Mr Nichols:

I appreciate very much your very kind letter of 25, written (or dictated) following the gratifying result of the Lge-Election in Grenville. Many thanks for your thoughtfulness.

It all means renewed application to public duties and my endeavour shall be to discharge them so as to prove worthy of your good wishes. Yours very truly (over)

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2

I am sorry indeed that absence from the capital has prevented an earlier acknowledgment

Very truly Yours

051462

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IMMEUBLE
ASSURANCE
ADMINISTRATION
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FINANCE
PRET D'ARGENT
ACHATS D'HYPOTHEQUES
DEBENTURES, ETC.

MONTREAL, 192

Si la Province de Quebec contribue pour 31% au trésor federal, il est bon que l'on sache que le District de Montreal c'est à dire la ville de Montreal et les banlieues ou banlieues contigues l'avoisinant contribue pour 75% en valeur et 50% en population.

On entend souvent tonner la voix de Toronto et celle de la ville de Quebec, mais si celle de Montreal se laisse étouffer par l'esprit de parti et les intérêts financiers de quelques menons ~~Quelle sa soit~~

Les citoyens de Montreal et du District de Montreal doivent s'attendre à payer royalement leur note ~~pour les entrangers~~ comme il l'ont toujours fait dans le passé -

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DEBENTURES, ETC.

MONTREAL, 192

J'trouverions certainement que la Province de Québec ne lui amène que des profits.

Quand au C.N.R. il devrait construire immédiatement un embranchement de Parent au Port de Montréal ce qui raccourcirait de plus de 100 milles la distance entre Winnipeg et Montréal tel qu'il lui fut prouvé actuellement par Hervey Jonctions.

Le commerce cherchant toujours les transports les plus rapides vous ne verrez jamais les commerçants de Montréal ordonner leur transports de Winnipeg à Montréal via Hervey Jonctions, mais il le ferait via de Cochrane à North Bay où le T.N.O. et le C.N.R est obligé de remettre au T.N.O. probablement 15% à 18% du tarif entre Winnipeg et Montréal, (la distance entre Cochrane et North Bay est d'environ 260 milles)

Si cet embranchement de Montréal à Parent était fait en même temps que le Transcontinental on aurait sauvé aux transport des marchandises

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nécessaire à la construction du Transcontinental assez d'argent pour payer le coût total de cette jonction au Port de Montréal.

Nous aurons dès maintenant ~~une~~ l'équilibre financier sur le Transcontinental.

~~N'oublions pas~~ Le Temiscaming et North Ontario Ry a cette année un surplus de quelques cent mille piastres.

C'est une responsabilité de vendre le Transcontinental ~~progressif~~ product dans le relier directement au Port de Montréal.

Pour mettre le Port de Québec au niveau du Port de Montréal il faudra dépenser à Québec au de là de 50 millions.

Pour construire un embranchement du Trans-Continental à Montréal s'il n'en coûtera que douze millions.

Le Port de Québec ne profite pas actuellement à la ville de Québec au point de vue ~~trans~~ port-purgue le trafic ne peuvent s'accommoder dans le Port de Québec se dirige immédiatement vers St Jean ou Halifax.

Cet embranchement ~~placerait~~ placerait Montréal 50 milles plus près de Winnipeg que la ville de Québec, où le trafic par navigation de Montréal à Québec ne coûte pas plus cher que le trafic ~~par voies ferrées~~ plus 50 milles de distance. et notre port national a tout l'outillage pour répondre à la augmentation du trafic

465
MONTREAL 195
LOCATION
DEPARTMENT ETC.
ADMINISTRATION
VOYAGEUR
PREF. D'ARCENT
ARCHIVES
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ACHATS D'HYPOTHEQUES
DEBENTURES, ETC.

MONTREAL, 192

La situation de la Province de Quebec en rapport avec la question ferroviaire –

La faillite du P.T.R. du Canadien Nord & la construction du Transcontinental Winnipeg à Moncton et le Grand Tronc ~~et le Intercolonial~~ ont imposé au Canada un réseau de voies ferrées de 22.000 milles et une dette d'un milliard et d'un avec un placement de un milliard et demi.

C'est maintenant le fait accompli qu'il faut considérer, il est inutile d'enquêter plus longtemps pour trouver les véritables responsabilités.

La Province de Quebec n'a pas fait d'extravagances en construction de chemin de fer, mais n'a pas surveillé suffisamment ce qui se faisait dans les autres provinces.

Depuis l'avènement du gouvernement Taschereau il a été payé en subsides en chemin de fer qu'une somme de 7 à 800.000 piastres en grande partie ces subsides ont été autorisés par les gouvernements antérieurs, sous le régime conservateur et les quelques années du gouvernement Marcoux.

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il fut payé en subsides provinciaux aux chemins de fer environ 28 millions.

Mais que nous l'ayons voulu ou non, nous serons nécessairement obligés maintenant de payer notre large part dans le milliard et demie que représente notre C.N.R.

Malheureusement nous sommes très loin d'avoir notre part des constructions existantes.

Si le C.P.R. et le C.N.R. décidaient une bonne fois de traiter la Province de Québec comme ils traitent l'ouest il leur faudrait nous construire dans le Nord surtout environ 3000 milles de chemin de fer.

Nous n'en demanderons pas autant. Que l'on nous en donne 300 milles seulement et notre système ferroviaire dans le Québec sera au complet pour au moins 10 ans.

Que le C.P.R. prenne la résolution de prolonger ses têtes de lignes vers le Nord de quelques milles pour années seulement tel à Manouriki - Mont Laurier, St Gabriel de Brandon - Grande Piles.

On dit souvent que le C.P.R. marche avec beaucoup d'activité dans l'ouest pour ce qu'il possède beaucoup de terre, de forêt et de mine mais que dans Québec il ne procède que par absolue nécessité.

Pourtant si nous avions les détails des profits et pertes de chemin de fer par Province nous

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ACHATS D'HYPOTHEQUES
DEBENTURES, ETC.

Notes —

MONTREAL, Fev. 192 2

G.T.P.

Prince Rupert à Winnipeg	1755 milles	
Winnipeg à Cochrane	687 "	
Cochrane à La Reine P.Q.	71	493
La Reine à Harvey	422	
Harvey à Quebec	79	
Harvey à Montreal	119	
Winnipeg à Quebec	1257 Transc.	
Prince Rupert à Quebec	3012	
Winnipeg à Montreal via Harvey	1292	
" " via Parent	1188 (diff (104)	
" à Montreal C.P.R	1411	
" " C.N.R.	1342	

Subsides des Provinces de Quebec de 1873 à 1921 Total 26.816.828.00

Subsides payés sous l'administration Gouin et Tachereau 728.230.00

Subsides payés antérieurement par les conservateurs 26.088.098.00

(Toutes les Régions de colonisation ont leur réserve sauf la Mattawin)

Région Gatineau — C.P.R. Ottawa à Maniwaki 88 milles

Temiscamingue — C.P.R. à Rapparea 38 et doit en rendre au lac des 15 —

Labelle — C.P.R Mont Laurier 157 —

Lac St Jean C.N.R. 250 —

Matapedia C.N.R Ste Flavie à Rustigouche 100 milles —

Temiscouata — Transcontinental du Nord ouest au sud de la Région

Abitibi — Transcontinental de Winnipeg à Quebec — mais cette région réclame sa jonction à Montreal.

Mattawin aucun à 50 milles environ de la station St Félix de Valois. Cette région ouverte depuis 1860 —

Temis

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CANADA

Le Canada possède en chemins de fer — parcours 38896

	Sup. territoriale	population	Contribuables fed	parcours du Rail	
Quebec	29%	28%	39%	13%	4863
Ontario	11%	36%	41%	29%	11000
Manitoba	ouest				4180
Alberta					4284
Saskatchewan	31%	23%	19%	48	6148
Colombie Britannique					4238 = 18854
Prov maritimes	1%	13%	5%	9°	3659

L'Ile de Montreal et le district de Montreal (16 comtés) additionnés – Beauharnois, Chateauguay, Laprairie N.D. des montagnes, Hochelaga, J. Cartier, Laval, Terrebonne, L'Assomption, Montcalm, Joliette – Berthier & St Jean Iberville – Soulanges – Vaudreuil – Chambly Verchères – possède 75% de la valeur de la Province de Quebec et 50% de la population

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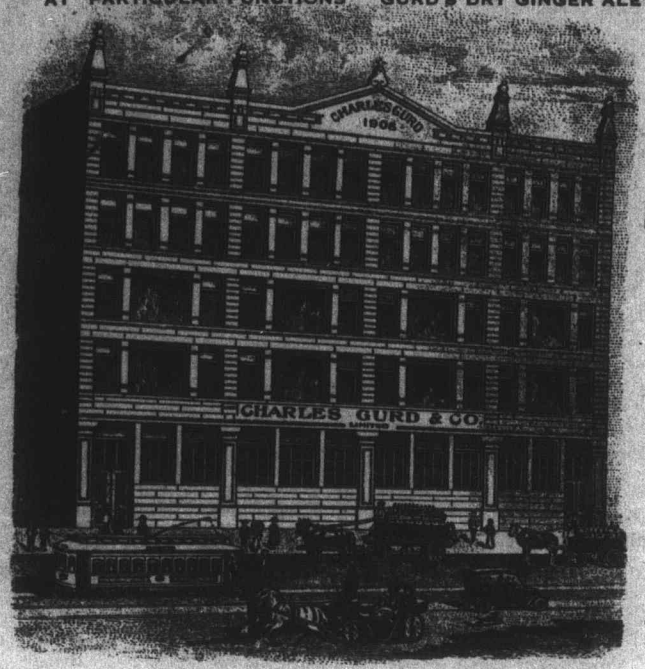
CANADA

NEXT TO "GURD'S GINGER ALE" WHICH HAS OF COURSE BEEN THE MAIN CAUSE OF THE GROWTH AND REPUTATION OF OUR BUSINESS, NOTHING HAS ROUSED OUR ENTHUSIASM MORE THAN THE SPLENDID SUCCESS FOLLOWING THE INTRODUCTION OF "GURDS DRY GINGER ALE." IT HAS STEADILY ASSUMED A LEADING PLACE AMONG SELECT TABLE BEVERAGES. IT IS NOW WIDELY RECOGNIZED AS A SOCIAL REQUISITE AT "PARTICULAR FUNCTIONS." "GURD'S DRY GINGER ALE" IS THE SATISFYING CHOICE OF HOSTS AND HOSTESSES OF DISCERNING TASTES.



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RECEIVED AT THE DOMINION, PROVINCIAL, LONDON ENGLAND, WORLD'S FAIR, CHICAGO, PARIS AND OTHER EXHIBITIONS 3 GOLD, 3 SILVER, 5 BRONZE MEDALS AND 20 DIPLOMAS FOR "SUPERIOR EXCELLENCE OF GURD'S GINGER ALE, SODA WATER AND ÆRATED TABLE WATERS."

Montreal, Dec. 29th., 1921.

The Right Honourable Arthur Meighen,
Ottawa,
Ontario.

Dear Mr. Meighen:-

The most cheering news from the national standpoint since December 6th. was the announcement yesterday of your intention to re-enter Parliament.

The cheeringness of the news is multiplied many times by reason of the prospect of your re-entering during the coming session.

The action of ~~your~~ the Government in arranging things as has been done, is in my estimation one of the cleverest political coups that has ever been consummated in Canada. It is exhilerating and indicates the fact that in resourcefulness and spirit the genius of leadership has once more proved itself equal to the occasion.

The coup is all the more pleasing by reason of its being thoroughly fair and just in all its features.

I feel that great appreciation is due Mr. Casselman for the patriotic and unselfish part he has played in the matter.

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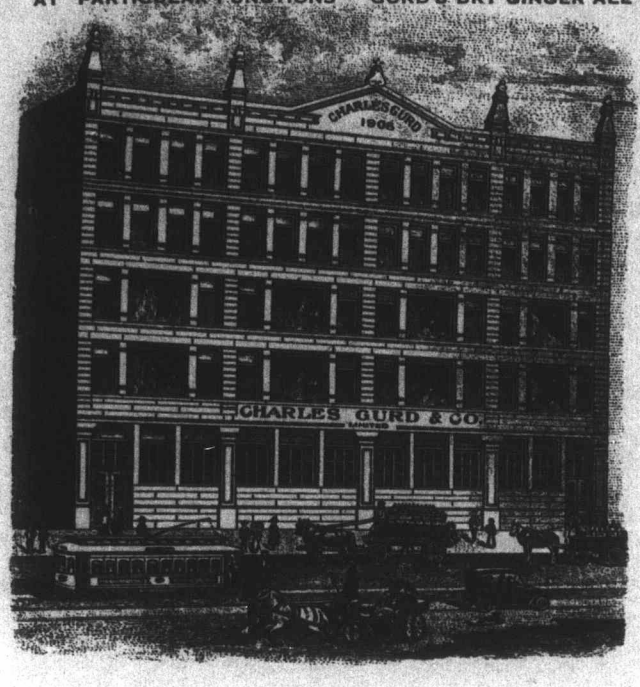
NEXT TO "GURD'S GINGER ALE" WHICH HAS OF COURSE BEEN THE MAIN CAUSE OF THE GROWTH AND REPUTATION OF OUR BUSINESS, NOTHING HAS ROUSED OUR ENTHUSIASM MORE THAN THE SPLENDID SUCCESS FOLLOWING THE INTRODUCTION OF "GURDS DRY GINGER ALE." IT HAS STEADILY ASSUMED A LEADING PLACE AMONG SELECT TABLE BEVERAGES. IT IS NOW WIDELY RECOGNIZED AS A SOCIAL REQUISITE AT "PARTICULAR FUNCTIONS." "GURD'S DRY GINGER ALE" IS THE SATISFYING CHOICE OF HOSTS AND HOSTESSES OF DISCERNING TASTES.



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Montreal, Dec. 29th., 1921.

(2)

I feel sure too that Grenville will be the proudest constituency in Canada when it completes the good work.

Wishing you complete success politically and wishing you and yours personally, all possible happiness, health and prosperity during the coming New Year.

With kindest regards.
Sincerely yours,

Alex Lyman Murphy

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051472

file

DESROCHES & DOSTALER
NOTAIRES
J. H. DESROCHES L. J. DOSTALER
GRAND' MÈRE, P.Q.

Grand'Mère, 12 janvier 1922.

L'Hon. P. E. Blondin, Sénateur,
199 Wurtemburg St.,
OTTAWA.

Cher Monsieur Blondin,

Je vous envoie sous pli le certificat d'admission à la pratique que vous m'avez demandé.

Lors du changement de local pour nos bureaux, j'avais conservé ce certificat pour vous le remettre au besoin.

Vos bonnes paroles à propos de ma défaite me font du bien et je vous en remercie.

J'ai fait une lutte franche et loyale; mon adversaire a été méprisable surtout durant la dernière semaine .... et c'est lui qui représente le comté de Champlain.

Le Dr Normand a aussi été victime d'une lutte déloyale, il méritait mieux, et ses concitoyens auraient dû l'apprécier davantage.

Qu'importe, j'espère en l'avenir. La défaite n'est rien pour moi, et je puis vous affirmer qu'après sept semaines de lutte intense dans une saison terrible, je suis peut-être celui qui ai mieux accepté mon sort, mais avec l'idée bien

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NOTAIRES
J. H. DESROCHES L. J. DOSTALER
GRAND' MÈRE, P.Q.

bien arrêtée d'une revanche.

J'ai eu le plaisir de connaître le Très Honorable Premier Ministre Meighen. Quel chef! Quelle puissance de jugement et quelle belle crânerie !

Il a conquis l'admiration de ses adversaires, et sa supériorité s'est tellement fait sentir partout où il a passé, que ses adversaires étaient obligés de la proclamer publiquement; mais ils ajoutaient, par canaillerie, que l'électorat devait abattre cette puissance qui serait irrésistible contre eux.

Toute la Province de Québec aurait dû l'entendre et le comprendre. Des libéraux intelligents (on en trouve quelquefois) qui l'ont entendu à Québec même, m'affirmaient ne pas connaitre d'hommes supérieurs au Tr. Hon. Arthur Meighen et aussi sincères que lui dans l'exposé de sa politique.

J'espère que Grenville sera plus intelligent que Portage-La-Prairie et qu'il considerera comme un honneur d'être représenté aux Communes par un tel Député qui sera certainement Premier Ministre de nouveau.

En face du T. H. Meighen, le gros bébé W.L. MacKenzie-King va certainement pleurer ses yeux, car il crie déjà comme un enfant qui se brûle, et sa peur est évidente. Quant à Sir Lomer Gouin, j'ai le pressentiment qu'il va trouver en lui un adversaire trop fort qui fera un terrible accroc

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DESROCHES & DOSTALER
NOTAIRES
J. H. DESROCHES L. J. DOSTALER
GRAND'MÈRE, P.Q.

accroc à sa renommée politique et à ses influences financières; et Gouin ne l'aura pas volé.

Veuillez excuser ce long verbiage qui vous prend un temps sans doute précieux; mais ça fait du bien de communiquer ainsi ses impressions après une défaite qui n'affecte en rien nos espérances d'avenir.

Veuillez présenter mes respectueux hommages à Madame Blondin, recevoir pour vous mes voeux bien sincères de succès dans la profession que vous voulez embrasser et me croire

Bien affectueusement à vous,

JHD/AH.

J.H. Desroches

Conservateur Candidat
Wè Champlain

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Rt Hon Arthur Meighen
House of Commons
Ottawa

Allan Sask
Jan 23rd 1922

file

Dear Arthur

In accordance with request contained in your letter I am enclosing herewith the private policies of my two opponents in the Humboldt Constituency, & I trust you will find time to read them carefully as they are very good. I will write again when you are not so busy. Wishing you every success & trusting that before many years the people of Canada will become more sane I remain

Yours sincerely
Norman Lang

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CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

H 94 RNA 12

TORONTO ONT JAN 24/22

224

HON ARTHUR MEIGHEN

Cooper St

OTTAWA ONT

MILLAR READY WIRE WHEN YOU WILL ARRIVE AND WHERE TO BE FOUND

W F MACLEAN

415p

051476

Answer requested

Please use enclosed blank

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051477

Put on my desk for reply
Ann

COURT OF KING'S BENCH
SASKATCHEWAN

Saskatoon
Jan 24/22

Dear Mr Meighen

This is not a letter of condolence. As I see it there is no occasion for condolence from your point of view. The whole country admires the wonderful campaign you carried on almost single handed; and the decisiveness of the defeat seems to magnify your already great prestige. This is clear from the general demand that you should have a seat in Parliament. Four or five years leading the Opposition should convince the country that you are the logical man for the head of the country Govmt. By that time no doubt a few really

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COURT OF KING'S BENCH
SASKATCHEWAN

able lieutenants will have been developed, and westerners will begin to realise, what has always been true, that they are actually Conservatives although labelled otherwise.

I did not intend to write you until after your election. Yesterday Prof. R. A. Wilson of the University here, asked me to supplement an invitation he was sending you to address a Convention of Teachers in Saskatoon during Easterweek. Last year there were 1200 teachers in attendance - from Common School to University. It seems a long way to come, but if you can arrange it I think it worth while. You know the value of impressing teachers who in turn are bound to have some effect on their own "constituencies" in the Province

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COURT OF KING'S BENCH
SASKATCHEWAN

I do not mean that one isolated instance such as an address to this particular convention would be very far-reaching; but it occurred to me that it would be worth your consideration whether it would not be well for you to take every reasonable opportunity to talk to the people of the country on other subjects than politics and in gatherings other than political meetings. If you accept this invitation you will have a splendid audience, and it will lead to a great many other opportunities. If you come I think Wednesday the 19th of April would be most suitable date.

Rt Hon Arthur Meighen
Ottawa

My very best wishes,
Sincerely,
D Donald Macdonald

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051480

St. Mary's Ont.
Jan 26- '22.

Rt. Hon. Dr. Meighen.
Government Building
Ottawa, Ont.

Dear Dr. Meighen:

Permit me to add my congratulations to the many I know you are receiving on your

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PUBLIC ARCHIVES
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051481

recent victory in the
Granville riding. I have
been watching the Election
with close interest and
rejoice in your splendid
majority. Dr. McGowan too
I know is delighted. He
is home in Port Arthur
while I have come now
Jim back to the.

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PUBLIC ARCHIVES
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CANADA

051482

"Stoni Tonia" for a short visit:

We failed only in the General Election but let us take heart. The tide is turning.

Again with hearty congratulations Dearest Sincerely Yours.

Mary E. McGowan

(Mrs R. J. McGowan
Ont. Archives)

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Form 1 T.W.

051483

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Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

1922 JAN 25 PM 7 44

A263 MO 6

PORTAGE MAN5 P 25

HON A MEIGHEN 352

OTTAWA ONT

BEST OF WISHES IN TOMORROW ELECTION

F G TAYLOR. MPP

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051484

Cardinal Ont: Jan. 20/22

Dear Mr. Meighen: Congratulations on your Great Victory - Good old Grenville Remains true and loyal to you We are all delighted - The Boys are Celebrating up town tonight - What do you think of our Village now? Cardinal gave you 342 majority -

I trust you will be our representative for many years to come -

My sister joins me in heartiest Congratulations -

Yours Sincerely

Geo. Reid

Ex 6a

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Arthur J. Morgan

051485

Corona Hotel
Winnipeg Jan 26-1922

My dear Arthur -

I have just returned from the bulletin board which announces your election in Trenville for which I am rejoicing and I hasten to congratulate you on "getting there". The big things you have done and the big things yet to do are such that it was a sore disappointment to your friends here to suffer with you in your defeat in Portage Lapraire - We all have our opinions of the causes for what happened

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CANADA

051486

yet some of us might be altogether
right - The stars in their courses
must have been working overtime
to bring about such a debacle
However you are in it and your
friends here yet hope that the
honesty of your purpose towards
the welfare of the canadian people
will bring substantial results
and also the hope that the time
will not be too long - The crux
of that grain question is in
view of the unstable condition set
up by the manipulations and
fluctuations of the grain market
that the producer enjoy at the
outset a minimum price to be
stand established by the government
of the day. I am sending you an
amendment to the resolution I
sent you a day or so ago as being
submitted by Joe Bernier. That
resolution along with the
amendment herewith practically
covers all the issue - In effect

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051487

it simply means that if the grain dealers will not play square that they be made to do so by act of parliament.
Furthermore it means no dislocation of present machinery for handling the grain and obviates the occasion for the government taking a hand in a business which is essentially a private enterprise yet requiring government regulation and supervision
I have had somewhat to do with two other important resolutions one dealing with natural resources for the province and herein I fancy you could make a hit on behalf of all the western provinces should you care to champion their cause
The other resolution is on taxation - both connected with the idea of bringing about a betterment without in any way disturbing seriously the present system but rather with the object of obtaining a more intelligent basis for taxation than the haphazard catch as catch can system in vogue at present

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051488

These resolutions may require a bit of trimming before they go through the House - nevertheless they represent the idea and will be considered accordingly - In the role of chief critic your duties will not be so arduous as hitherto and your friends here are hoping and I have heard it expressed frequently that "Arthur knows practically all there is to know about the rowdy problem but that in being so engrossed with the consideration of this annual problem you did not get a chance to know the people or the people to know you" We will be looking forward to an all Canadian convention and it fairly seems to be general that if you will adopt the single title of "Conservative" rather than the sesquipedalian jargon which we all feel was more or less thrust on you, you will be able to get a more solid aggregation together - I fear the malevolent influence of "R" is still rampant and yet there are enough friends of yours to rally around you and form those who would forgather at a convention which your counsellors and advisers - my Idea would be to lose no time in getting a convention together as "R" is on the job and ready to down anyone who is not agreeable then sinning Andrew Morgan

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051489

added to the resolution I sent you some days ago —

read on page

high grade wheat and

whereas the unstable conditions caused by fluctuations of grain prices affords the producer no assurance of a fair or reasonable price for his product

Now therefore be

that the government of Canada shall annually cause to be made ~~and~~ (~~at least~~) at least three months in advance of the marketing of the western Canada crop) an enquiry for the purpose of ascertaining the worldes visible supply of wheat for the ensuing season estimate a minimum price per bushel for Canadian western wheat and to set and establish such minimum price on all wheat sold and delivered ~~as standard Canadian wheat~~ —

note - this assures the farmer a set minimum and shows the market what he would enjoy whatever bumper might occur in accordance with the balance of the resolution

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A2 84 MO 4 1922 JAN 26 PM 9 47

NEEPAWA MAN NFT 26

HON ARTHUR MEIGHEN 395

OTTAWA ONT

NEEPAWA CONSERVATIVES SENDS CONGRATULATIONS

W G M ROBERTSON.

Cons. of Neepawa

Thompson Ack

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CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

84 RA. A. 50 NIGHT LETTER. 3 EXTRA WORDS.

MOOSEJAW, SASK., JAN. 26TH-22.

HON.ARTHUR MEIGHEN.,

OTTAWA, ONT.

PLEASE ACCEPT OUR MOST HEARTY CONGRATULATIONS WE WISH TO ASSURE YOU THAT THE CONSERVATIVES OF MOOSEJAW ARE JUST AS PROUD OF AND AS LOYAL TO YOU AS ARE THE CONSERVATIVES OF GRENVILLE, ONLY FEWER IN NUMBER THE RESULTS SHOULD HOLD AGUES AND THE AGUESITES FOR A WHILE.

S. A.HAMILTON., J. B. HAIG.

246 AM. 27TH.

Acte

Thompson

051491

62-2-2

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D.

Q5374

TELEGRAM

051/22

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

191 RA SN DH

QUEBEC Q JAN 26/22

HON ART MEIGHEN

OTTAWA ONT

CANADA WILL EVER BE ENDEBTED TO GRENVILLE DECISION TODAY

MY VERY HEARTY AND SINCERE CONGRATULATIONS

D WATSON

850 P

Stewart

Ch

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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A24RNSY 6

SAULT STE MARIE, ONT. JAN. 26-22.

RIGHT HON. ARTHUR MEIGHEN,

OTTAWA.

HEARTY CONGRATULATIONS ON YOUR SPLENDID VICTORY.

T.E. SIMPSON.

1015P

388

051493

Stewart

Meighen

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ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

196 RA SN 5

FREDERICTON NB JAN 26/22

HON ARTHUR MEIGHEN

M P OTTAWA ONT

SINCEREST CONGRATULATIONS ON SPLENDID VICTORY

R B HANSON

929 P

Stewart Clark

051494

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051495

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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A 293 N 11

DUNNVILLE ONT 925 P 26

1922 JAN 26 PM 10 14

HON ARTHUR MEIGHEN

400

OTTAWA ONT

HAVE JUST HEARD THE GOOD NEWS OF YOUR ELECTION DELIGHTED

CONGRATULATIONS

F R LALOR.

Addition

Rck

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CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A3RA.Z.2.34AM JAN 27TH.

435

3.

ORILLIA, ONT JAN 26TH-22

HON ARTHUR MEIGHEN,

OTTAWA.-

OUR HEARTIEST CONGRATUKATIONS.

W. H. BENNETT

051496

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TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A25RNSY 2

HAMILTON, ONT. JAN. 26-22.

RIGHT HON. ARTHUR MEIGHEN,

OTTAWA.

SINCEREST CONGRATULATIONS.

W. MULLISS.

1120P

404

051497

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051498

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

Stewart

13NS 46 NL

FY VANCOUVER BC JAN 26TH

RIGHT HON ARTHUR MEIGHEN

489 OTTAWA ONT

MY HEARTIEST CONGRATULATIONS AM MOST GRATIFIED AT THE SPLENDID RESULT STOP PECULIAR COMPLEXION OF PRESS REPORTS HERE FOR SOME DAYS PAST ON GRENVILLE CONTEST CAUSED CONSIDERABLE ANXIETY TO YOUR FRIENDS AND SUPPORTERS HERE OF WHOM THERE ARE A GREAT NUMBER WE ARE ALL SO VERY PLEASED

LEON J LADNER

105AM

Acknowledged

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CANADA

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FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A22RNSY 2

CONQUEST, SASK. JAN. 26-22.

HON ARTHUR MEIGHEN,
OTTAWA.

HEARTY CONGRATULATIONS.

W. T. BADGER.

945P

275

Happening Ack

051499

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FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

198 RA SN 3 PD RUSH

WINNIPEG MAN JAN 26/22

HON ARTHUR MEIGHEN

OTTAWA ONT

CONGRATULATIONS ON VICTORY

J H FERGUSON

948P

Halfpenny

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

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Form 1 T.W.

051501

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

15NS 10 NITE

VANCOUVER BC JAN 26TH

RT HON ARTHUR MEIGHEN 490

OTTAWA ONT

MOST HAPPY TO CONGRATULATE YOU ON YOUR SPLENDID SUCCESS TODAY

S J CROWE

132A

Hearty Congs

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Form 1 T.9

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A 298 N 7

BELLEVILLE ONT 10 P 26

THE HON MR AND MRS MEIGHEN

401

1922 JAN 26 PM 10 19

OTTAWA ONT

CONGRATULATIONS FROM MRS BOWELL AND THE INTELLEGENCER

NO SIG.

05 15 02

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051503

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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A286 MO 46-1 EX NL

1922 JAN 26 PM 9 55

HALIFAX NS 26

HON ARTHUR MEIGHEN 428

OTTAWA ONT

THE CONSERVATIVE ASSOCIATION OF HALIFAX STILL ENTHUSIASTIC AND ACTIVE TENDER YOU SINCERE CONGRATULATIONS ON YOUR SPLENDID VICTORY TOWHICH I ADD MY PERSONAL CONGRATULATIONS STOP WITH YOU LEADING THE OPPOSITION WE FEEL WE SHALL SOON BE IN THE FRAY AGAIN AND WE SHALL BE READY

W E THOMPSON PRESIDENT.

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051504

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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GEO. D. PERRY, GENERAL MANAGER

1922 JAN 26 PM 11 08

A300 MO 16

FY MONCTON NB 1126 P 26

HON ARTHUR MEIGHEN

407

OTTAWA ONT

THE INTELLIGENT ELECTORS OF GRENVILLE HAVE BLAZED A PATH FOR ALL LOYAL CANADIANS TO FOLLOW CONGRATULATIONS

O B PRICE.

Ack

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051505

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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A299 MO 46 NE EX RUSH

1922 JAN 26 PM 11 08

MONTREAL QUE 26 1050 P

HON ARTHUR MEIGHEN

406

OTTAWA ONT

THE MEMBERS OF THE MEIGHEN CLUB SEND THERE HEARTIEST CONGRATULATIONS TO YOU UPON YOUR ELECTION TODAY TO REPRESENT GRANVILLE WE HOPE TO HAVE AN OPPORTUNITY AT AN EARLY DATE TO PERSONALLY GREET YOU AND CONFIRM OUR EXPRESSED DESIRE TO ASSIST YOU IN EVERY WAY POSSIBLE

F W STEWART.

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051506

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TELEGRAM

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Day Message	
Day Letter	Blue
Night Message	Nite
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GEO. D. PERRY, GENERAL MANAGER

A 297 N 39 NL

TORONTO ONT 26

THE RT HON ARTHUR MEIGHAN

1922 JAN 26 PM 10 37

419

HOUSE COMMONS OTTAWA ONT

DELIGHTED THAT THE GOOD SENSE OF THE ELECTORATE OF GRENVILLE DID THEIR PATRIOTIC DUTY SO SPLENDIDLY TODAY SO THAT THE WHOLE OF CANADA MAY BENEFIT FROM YOUR GREAT KNOWLEDGE OF THE COUNTRYS PROBLEM OUR KINDEST REGARDS TO YOU BOTH

HERBERT BRUCE.

Ack

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051507

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TELEGRAM

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Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A14 MO 13

1922 JAN 27 AM 8 57

FY STJOHN NB 934 A 27

HON ARTHUR MEIGHAN 014

OTTAWA ONT

CONGRATULATIONS UPON YOUR WELL WON VICTORY AND BEST WISHES FOR YOUR FUTURE SUCCESS

MYER COHEN.

Rob

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051508

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

21MOS 23 NL

WINNIPEG MAN JAN 26TH

RIGHT HON ARTHUR MEIGHEN ,

468 OTTAWA ONT

ON BEHALF OF THE CONSERVATIVE MEMBERS IN THE LOCAL LEGISLATURE I CONGRATULATE YOU ON YOUR ELECTION AND ASSURE YOU OF THEIR HEARTY SUPPORT

JOHN T HAIG

534 A

Ack

Conservative Members.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

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051509

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A 300 N 29 1 EXTRA

TORONTO ONT 1015 P 26 1922 JAN 26 PM 10 25

RIGHT HON ARTHUR MEIGHAN

404

OTTAWA ONT

HEARTY CONGRATULATIONS YOU WON THROUGH MERIT AND EFFICIENCY
BEST WISHES FOR HEALTH AND ALL THE GOOD AND MANY PRETTY
THINGS LIFE GIVE US FOR THE NEXT FIVE YEARS

MRS L BERRYMAN STRONG TORONTO.

Ack.

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051510

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

289 MO 7 NITE 1922 JAN 26 PM 10 12

WINNIPEG MAN 26

RGHT HON ARTHUR MEIGHEN
426
OTTAWA ONT

PLEASE ACCEPT MY CONGRATULATIONS CANADA IS FORTUNATE

JASPER HALFPENNY.

Ack

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05151

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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TELEGRAM

HEAD OFFICE, TORONTO, ONT. GEO. D. FERRY, GENERAL MANAGER

A27 3 MO 19 PD 1922 JAN 26 PM 8 33

MONTREAL QUE 328 P 26

RIGHT HONOURABLE ARTHUR MEIGHEN 387

OTTAWA ONT

GREATLY PLEASED WITH YOUR SPLENDID VICTORY HEARTIEST CONGRATULATIONS FULLY CONVINCED YOU WILL BE PRIME MINISTER AGAIN AGAIN THREE YEARS

C C BALLANTYNE.

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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A23RN3Y 8

MOOSE JAW,SASK.JAN.26-22.

RIGHT HON.ARTHUR MEIGHEN,

OTTAWA.

HEARTY CONGRATULATIONS ON VICTORY.WE NEEDED YOU BADLY.

FRANK WRIGHT.

946P

Rec

76

051512

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ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D.

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

/95 RA SN 12 PD 3 EX

MONTREAL QUE JAN 26/22

HON ARTHUR MEIGHEN

OTTAWA ONT

EXECUTIVE DELIGHTED TO HEAR THE GOOD NEWS HEARTIEST CONGRATULATIONS

ETHEL JOSEPH

GERTRUDE E BUDD.

928 P

05/5/3

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TELEGRAM

051514

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. FERRY, GENERAL MANAGER

D

1922 JAN 26 PM 9 01

A277 MO 6 PD

SHERBROOKE QUE 26 840 P

HON A E MEIGHEN 392

OTTAWA ONT

CONGRATULATIONS FOR YOUR SUCCESS IN GRENVILLE

R LANGIS.

Order

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05/515

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N. L.

If none of these three symbols appears after the check (number of words), this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

SMOG 10 2 EXTRA VIA SMITHS FALLS

JASPER ONT JAN 26 TH 9 PM

HON ARTHUR MEIGHEN,

394

21 COOPER ST., OTTAWA ONT.

PLEASE ACCEPT OUR HEARTIEST CONGRATULATIONS AND BEST WISHES

WM CONNERTY, AND FAMILY

930PM

Stan

Arthur

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CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

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TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

86 RA. A. 17 NIGHT LETTER.

MONTREAL, QUE., JAN. 26TH-22.

439

HON. ARTHUR MEIGHEN.,

OTTAWA, ONT.

MANY AND HEARTY CONGRATULATIONS THE TIDE HAS TURNED MAY IT BEAR YOU ON TO STILL GREATER VICTORIES.

MRS. JOHN SCOTT.

252 AM. 27TH.

051516

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051517

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

3 MOOG 46 NL

MONTREAL QUE JAN 26

HON ARTHUR MEIGHEN MP

441

OTTAWA ONT

IT IS WITH MUCH PLEASURE THAT I HEAR TONIGHT THAT YOU HAVE BEEN ELECTED BY ONE OF THE LARGEST MAJORITYES EVER OBTAINED IN THE VILLAGE OF CARDINAL AND COUNTY OF GRENVILLE AND HAVE BEEN VICTORIOUS EVEN INPRESCOTT A LIBERAL STRONGHOLD PLEASE ACCEPT MY HEARTIEST CONGRATULATION.

1 AM G S BENSON

Ack

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ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

23 RA. A. 7. RED. RED.

PORT ARTHUR, ONT., JAN. 26TH-22.

HON. ARTHUR MEIGHEN.,

OTTAWA, ONT.

437

BEST HEARTY CONGRATULATIONS FOR VICTORY IN GRENVILLE.

GORDON SHEPPARD.

244 AM. 27TH.

Ack

051518

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

25RA.Z. 4AM JAN27.

19 NL.. REGINA SASK JAN26TH-22.

HON ARTHUR MEIGHEN,

OTTAWA.

473

CONGRATULATIONS WE ARE VERY GLAD TO KNOW YOU WILL BE IN THE HOUSE THIS SESSION AND LEAD.GOOD LUCK.

FRANK WHITMORE.

Acknowledge

051519

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A1RA.CZ.2-RUSH-

VANCOUVER,BC,JAN,26TH.22.

RIGHT-HON.ARTHUR MEIGHEN.,
OTTAWA-ONT.

HEARTIEST CONGRATULATIONS.

CHARLES HIBBERT,TUPPER.

157AM27TH.

434

Rush

051520

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

17 NL..

24RA.Z. 4AM JAN27.

R.C.. MONTREAL Q. JAN26TH-22.

RT HON ARTHUR MEIGHEN,

OTTAWA.

THANK GOD FROM WHOM ALL BLESSINGS FLOW, AND FOR THE SANE SENSE OF THAT SPLENDID OLD COUNTY.

GEORGE G FOSTER.

05152

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

22.RA.Z. 4AM JAN27.

71 NL., 6 EX---MONTREAL, Q. JAN26TH-22.

THE HON ARTHUR MEIGHEN,
OTTAWA,ONT.

IN OFFERING TO MY CHIEF SINCERE CONGRATULATIONS AND CONTINUING FIDELITY, I RECALL MYSELF AS A MEMBER OF THE FORMER COMMISSION ON INDIAN AFFAIRS IN B-C BUT MORE IMPRESSIVELY AS AN OLD FRIEND OF JACK GARLANDS. MONTREAL IS SOBERLY REJOICING TO-NIGHT OVER YOUR VICTORY, AND YOUR LOYAL SUPPORTERS LOOK FORWARD TO SEEING YOU SOON IN MONTREAL TO GIVE AN IMPETUS TO SANE AND SOUND REORGANIZATION.

SAUMANEZ CARMICHAEL,
180 STJAMES STREET, MONTREAL.

05152 2

MEIGHEN FILES, Series 3 (R.G. 6, I, Volume [illegible])

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051523

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

1922 JAN 26 PM 9 43

2 81 MO 8

HALIFAX NS NFT 26

HON ARTHUR MEIGHEN 398

OTTAWA ONT

ELECTORS GRENVILLE DID THEMSELVES PROUD TODAY HARTIEST

CONGRATULATIONS

W H DENNIS.

Strong

Acknowledged

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CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

H 12 RNA 24 BLUE D L

TORONTO ONT JAN 27/22

29

HON ARTHUR MEIGHEN

OTTAWA ONT

DELIGHTED TO HEAR OF YOUR ELECTION WARMEST CONGRATULATIONS STOP TRUST WHEN CALLING CONVENTION OF PARTY YOU WILL INCLUDE CHAIRMAN OF LOCAL CITY AND COUNTRY EXECUTIVES ST JOHN N B DID WELL

LEONARD P D TILLEY

40 A

051524

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CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

H 41 RNA 7 2 EX

PETERBORO ONT JAN 27/22

92

HON ARTHUR MEIGHEN

OTTAWA ONT

CONGRATULATIONS ON YOUR GREAT VICTORY

X DENNE

BRADBURN STRICKLAND

1131 A

Roland

05 15 25

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051526

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

1922 JAN 27 AM 11 06

A61 N 5 1 EX

STMARYS ONT NFT 27

ARTHUR MEIGHEN 096

OTTAWA ONT

CONGRATULATIONS LIBERAL CONSERVATIVE ASSOCIATION

N L BRANDON PRESIDENT.

Thompson Cde

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051527

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TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

83 N 6 1 EX

TORONTO ONT 1130 A27

HON ARTHUR MEIGHEN 125

1922 JAN 27 PM 12 01

OTTAWA ONT

CONGRATULATIONS FROM THE ALBANY CLUB

LAUDER SECRETARY.

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051528

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

1922 JAN 27 AM 10 34

A60 MO 9 NITE

REGINA SASK JAN 26

RIGHT HON ARTHUR MEIGHEN 076

OTTAWA ONT

HEARTIEST CONGRATULATIONS FROM CONSERVATIVES OF REGINA ON YOUR ELECTION

FRANK L BASTEDO.

Ho x Rob

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

H 11 RNA 23 BLUE

LINDSAY ONT JAN 27/22

23

THE RIGHT HON ARTHUR MEIGHEN

OTTAWA ONT

HEARTIEST CONGRATULATIONS UPON YOUR SUCESS IN GRENVILLE

THE EXECUTIVE HERE VERY MUCH PLEASED THAT YOU WILL CONTINUE TO

LEAD THE PARTY AT OTTAWA

T H STINSON

945 A

ack

051529

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH AND CABLE — CANADIAN NATIONAL TELEGRAPHS

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A63 N 11

K TORONTO ONT 1110 A27

1922 JAN 27 AM 11 13

HON ARTHUR MEIGHEN

101

21 COOPER ST OTTAWA ONT

ACCEPT CONGRATULATIONS FROM CONSERVATIVES OF LEVIS ALL PLEASED OF THE RESULT

L G GRAVEL.

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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

9 RAR 14

QUEBEC Q JAN 27/22

RT HON ARTHUR MEIGHEN

OTTAWA ONT

ON BEHALF WESTMOUNT CONSERVATIVE ASSOCIATION HEARTY CONGRATUL-
ATIONS ON YOUR ELECTION THE COUNTRY NEEDS YOU

CHAS A SMART

940

Et a Acknowledged

26

051531

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 9C)

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051532

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A95 N 8

1922 JAN 27 PM 12. 17

CM SAULTSTEMARIE ONT 1115 A 27

RIGHT HONORABLE ARTHUR MEIGHEN

139 . OTTAWA ONT

HEARTIEST CONGRATULATIONS BEST GOOD WISHES FOR COMING SEASON

WALTER A SADLER.

Ack

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TELEGRAPH — CANADIAN NATIONAL TELEGRAPHS — AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A6 N 37 NL

1922 JAN 27 AM 8 56

LEAMINGTON ONT JAN 26

RT HON ARTHUR MEIGHEN

OTTAWA ONT

012

PRAISE GOD FROM WHOM ALL BLESSINGS FLOW THE WORDS GRENVILLE GOES OVER THE TOP WITH A TREMENDOUS MAJORITY FOR MEIGHEN WAS GLAD TIDINGS OF JOYFUL NEWS FOR THOUSANDS OF YOUR ADMIRERS AND LOCAL SUPPORTERS IN SOUTH ESSEX

WM T GREGORY.

Thank Ack

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CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A 40RA. GI 8--

HALIFAX NS JAN 27TH. 22

RT HON ARTHUR MEIGHEN,

OTTAWA.

ACCEPT MY HEARTIEST CONGRATULATIONS ON YOUR SPLENDID VICTORY.

P. F. MARTIN

855AM.

Senator

Ack.

1

051534

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH · CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

1922 JAN 27 AM 8 56

A13 MO 5

W MONTREAL QUE 830 A 27

HON ARTHUR MEIGHAN 015

OTTAWA ONT

CONGRATULATIONS ON VICTORY AND MAJORITY

LEO BAPTISTE.

Thos

Rcd

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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Form 1 T.W.

051536

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A109 N 12

GD WINNIPEG MAN 11 A 27 1922 JAN 27 PM 12 29

HON ARTHUR MEIGHEN 151

21 COOPER ST OTTAWA ONT

CONGRATULATIONS HAVE EVERY CONFIDENCE IN YOUR FUTURE SUCCESS HOPE SEE YOU SOON

W D STAPLES.

2 2

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

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051537

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A111 MO 10

PORTAGE MAN 1115 A 27

1922 JAN 27 PM 12 34

RT HON A MEIGHEN

155

OTTAWA ONT

HEARTIEST CONGRATULATIONS ON YOUR EXCELLENT VICTORY PORTAGE LOSS GRENVILLE GAIN

ROY MCMASTER.

Clear

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051538

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Money Transferred by Telegraph

CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

7 MOOG 5 1 EXTRA RUSH

MONTREAL QUE JAN 23 TH 1922 1210 AM

RIGHT HON ARTHUR MEIGHEN 448
452 OTTAWA ONT.

SINCERELY APPLAUD YOUR SUCCESS.

J A FAUTEUX

1241PM

Ack

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

14 RAR 8

MONTREAL JAN 27/22

RIGHT HON ARTHUR MEIGHEN

OTTAWA ONT

ALL CONSERVATIVES REJOICE AT YOUR VICTORY BEST CONGRATULATIONS

F J BISAILLON

1003

32

2 Dar

051539

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

D. McMILLAN, General Manager of Telegraphs, Montreal.

40 RAR 13

MONTREAL JAN 27/22

82

RIGHT HON ARTHUR MEIGHEN

OTTAWAONT

ALLOW ME TO CONGRATULATE YOU MOST HEARTILY ON YOUR SPLENDID SU-
CCESS IN GRENVILLE

W F EMPEY

1122

Ack

22

051540

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CANADA

051541

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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

ATB N 2

GALT ONT 1045 A27 1922 JAN 27 AM 11 02

RIGHT HONORABLE ARTHUR MEIGHEN 088

OTTAWA ONT

HEARTIEST CONGRATULATIONS

R O MCCULLOCH.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

H 57 RNA 6

NORTHBAY ONT JAN 27/22

HON ARTHUR MEIGHEN

OTTAWA ONT

HEARTIEST CONGRATULATIONS ON YOUR SPLENDID VICTORY

C R HARRISON

1210 P

05 15 42

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

4 B ON 8

GX WINNIPEG,MAN 27 JAN

HON ARTHUR MEIGHEN

OTTAWA

GLAD YOU ARE ELECTED GRENVILLE. CANADA NEEDS YOU.

C.W.MCMILLAN

1 240PM

143

05/5 43

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

051544

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A35 MO 6

1922 JAN 27 AM 9 45

PLESSISVILLE QUE 27

HON ARTHUR MEIGHEN

038

OTTAWA ONT

MY SINCERE CONGRATULATIONS FOR YOUR SUCCESS

L I FRECHETTE.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

051545

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TELEGRAM

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Day Message	
Day Letter	Blue
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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

38 N 1

1922 JAN 27 AM 10 23

STMARYS ONT NFT 27

ARTHUR MEIGHEN 069

OTTAWA ONT

CONGRATULATIONS

N L BRANDON.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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ARCHIVES PUBLIQUES
CANADA

051546

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

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Day Message	
Day Letter	Blue
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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A53 MO 5

1922 JAN 27 AM 10 21

HALIFAX NS 10c3 A 27

HONOURABLE ARTHUR MEIGHEN

061

OTTAWA ONT

PLEASE ACCEPT MY HEARTY CONGRATULATIONS

W H COVERT.

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051547

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

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Day Message	
Day Letter	Blue
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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A41 N 6

1922 JAN 27 AM 10 27

MIDLAND ONT 10 A 27 NA

RT HON ARTHUR MEIGHEN 073

OTTAWA ONT

HEARTIEST CONGRATULATIONS ON YOUR SPLENDID VICTORY

R RAIKES.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051548

Form 1 T.W.

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
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HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

1922 JAN 27 AM 10 20

A51 MO 2

THREERIVERS QUE 10 A 27

HON ARTHUR MEIGHEN 062

OTTAWA ONT

SINCERE CONGRATULATIONS

J C ROUSSEAU.

ack

2 α

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

38 RAR 27 PD 5 EX

MONTREAL JAN 27/22

THE RIGHT HON ARTHUR MEIGHEN

OTTAWA ONT

YOUR MONTREAL ENGLISH SPEAKING SUPPORTERS WISH TO CONGRATULATE YOU ON YOUR MAGNIFICIENT VICTORY ROOM 204 121 BISHOP STREET

E W SAYER

CHAIRMAN R W MARSHALL SECY

1121

Rat 79

051549

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CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

34.RA. Z, 6, 5AM JAN 27TH.

REGINA SASK, JAN 26TH-22.

RT HON ARTHUR MEIGHEN, 21-COOPER ST,

OTTAWA. ONTARIO.

448

HEARTY CONGRATULATIONS .WE ARE ALL DELIGHTED.

W. M. GRAHAM.---

Note

051550

2

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

PUBLIC ARCHIVES
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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

TELEGRAM

FORM T. D. 1

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

3 RA E 10

G MONTREALQ JAN27/22

RIGHT HON ARTHUR MEIGHEN

OTTAWA ONT

DELIGHTED WITH RESULT YESTERDAY ALL CANADA IS TO BE CON-
GRATULATED

GEO B NICHOLSON

930 AM

05 1551

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

051552

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TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A29 N 9-2 EXTRA

1922 JAN 27 AM 10 12

BRANTFORD ONT 950 A 27

(049)

HON ARTHUR MEIGHEN

OTTAWA ONT

HEARTY CONGRATULATIONS FROM TWO BRANTFORD ARDENT ADMIRERS

ARTHUR TISDALE AND WIFE.

Cable

n c 1 Y

Bruce

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

051553

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH AND CABLE — CANADIAN NATIONAL TELEGRAPHS

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. — GEO. D. PERRY, GENERAL MANAGER

22MOS 34 NL

VANCOUVER BC JAN 27TH

THE RIGHT HON ARTHUR MEIGHEN MP

HOUSE OF COMMONS 516 OTTAWA ONT

HEARTIEST CONGRATULATIONS FROM THE PRESIDENT AND MEMBERS OF THE INTERE-
-MPIRE TRADE ORGANIZATION ALSO FROM YOUR MANY ADMIRERS IN VANCOUVER STOP
YOUR LETTER RECEIVED WILL TAKE MATTER UP DIRECT WITH PRIME
MINISTER AS SUGGESTED WRITING

Lt Col. G DOUGLAS HAMILTON

220A

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A33 RN. A. 11.

CA...TORONTO ONT., JAN. 27TH-22.

425

HON. ARTHUR MEIGHEN.,

OTTAWA, ONT.

PLEASE ACCEPT BEST CONGRATULATIONS ON YOUR ELECTION FROM CLAUDE AND MYSELF.

A. H.-MACDONNELL.

1020 PM. 27TH.

Dear (including Claude)
Cole Mac

05 / 5 5 4

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

051555

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH · CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A209 MO 10 1922 JAN 27 PM 3 51

MONTREAL QUE 346 P 27

RIGHT HON ARTHUR MEIGHEN

305

OTTAWA ONT

HEARTIEST CONGRATULATIONS AND BEST WISHES TO YOU AND MRS MEIGHEN

MR AND MRS J N DUPUIS.

B

Uncle dear Mrs Dupuis

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

144 RAR 1 EX

MONTREAL JAN 27/22

RIGHT HON ARTHUR MEIGHEN

OTTAWA ONT

CONGRATULATIONS FOR SUCCESS FROM FRENCH CANADIANS NATIONAL LIBERAL CONSERVATIVE ASSN

AMELIE S LABELLE

JULIETTE T CREPEAU

"B" 423

which make same as "A" adding "please on to mrs Crepeau to consider the answer to be directed to her as well" -- Dear Mrs Gonzalez

05/5759

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PUBLIC ARCHIVES
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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D.

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

1

70 RAW 25 19 EX

PORTAGE LA PRAIRIE MAN JANY 27/22

THE RT HON MEIGHEN

HOUSE OF COMMONS OTTAWA ONT

HEARTIEST CONGRATULATIONS AND VEST BEST WISHES

M H OWENS, Hugh Bluff Mail

AND CHARLES CURTIS LAKESIDE CONSERVATIVE ASSN F G TAYLOR J J

GARLAND AND W R SEXSMITH PORTAGELAPRAIRIE CONSERVATIVE ASSN

627 P

360

05 / 5 5 7

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051558

Ottawa, Ont. January 27th. 1922.

Dear Sir:

I am just in receipt of your telegram of the 26th. instant.

I will be indeed glad to take into consideration, insofar as my responsibility goes, the suggestions made in this telegram.

Yours very truly,

H. P. Thorpe, Esq.,
Secretary, Great War Veterans Association,
Victoria, B. C.

P.S. Please excuse signature. Mr. Meighen had to leave for the South before this letter was completed.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

TELEGRAM

FORM T. D. 1

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD.

J. McMILLAN, General Manager of Telegraphs, Montreal.

17RA.Z. 323AM JAN27.

66 NL., 1 EX---VICTORIA BC JAN26TH-22

LEADER OF THE OPPOSITION,

OTTAWA, ONT.-

459

AMALGAMATED VETERANS ASSOCIATION REPRESENTING LARGEST NUMBER RETURNED MEN OF THIS CITY REQUEST REVIEW OF QUESTION DISPOSITION CANTEEN FUNDS BEFORE ACCEPTING RESULT OF QUESTIONAIRES AND THAT APPOINTMENT PARLIAMENTARY COMMITTEE OR ROYAL COMMISSION TO INVESTIGATE PENSIONS RE-ESTABLISHMENT CANTEEN FUNDS ETC, BE DELAYED UNTIL AFTER EX SERVICE ORGANIZATIONS HAVE HAD OPPORTUNITY OF COMING TO COMBINED UNDERSTANDING IN REGARD TO PROPER REPRESENTATION OF ALL EX SERVICE MEN ON SAME. H .P. THORPE, SECRETARY.---

MINISTER FILES, Series 3 (R.G. 24, I, Volume [illegible])

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051560

Ottawa, Ont. January 27th. 1922.

Dear Miss Mowat:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying.

Please ask Miss Ethelwyn to consider this acknowledgment as directed to her as well.

Yours sincerely,

Miss Lillian Mowat,
Kingston, Ont.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

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051561

CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A27 N 5

KINGSTON ONT 943 A 27

1922 JAN 27 AM 10 05

HON ARTHUR MEIGHEN 045

OTTAWA ONT

HEARTY CONGRATULATIONS FROM US BOTH

LILLIAN AND ETHELWYN MOWAT.

2 x 62 ans o n-

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051562

Ottawa, Ont. January 27th. 1922

Dear Senator Webster:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that your thoughtful message is encouraging and gratifying. Please ask Senator Foster to consider this acknowledgment as directed to him as well.

Yours truly,

Senator Lorne C. Webster,
Montreal, P.Q.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was finished.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

7

104

43 RAR 6 VIA BERMUDA JAN 27/22

BERMUDA

MEIGHEN

OTTAWA

CONGRATULATIONS FOSTER JOINS

WEBSTER

1145

05/563

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051564

Ottawa, Ont. January 27th. 1922.

Dear Doctor Normand:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying. The one deep regret I have is that you will not be with us this session.

Yours very truly.

Honourable Doctor Normand,
Three Rivers,
P.Q.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.
R.M.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

2 RAV 9

12

THREERIVERS QUE JAN 27-22

HON ARTHUR MEIGHEN.

OTTAWA ONT.

PLEASE ACCEPT MY SINCERE CONGRATULATIONS FOR YOURSELF AND COUNTY.

DOCTOR NORMAND

920 AM

05/565

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

REFER TO OUR NO. 051566

REFER TO YOUR NO.

DEPARTMENT OF JUSTICE
REMISSION BRANCH
OTTAWA

Jan 27th 1922.

The Right Honourable Arthur Meighen P.C. M.P.
21 Cooper St
Ottawa

My Dear Mr. Meighen

Pray permit me to offer you my sincere and hearty congratulations upon your triumphant return.

May God speed you is the sincerest wish of

Yours ever faithfully

N. J. Hughes

"Dark, dark hath been the midnight
But dayspring is at hand."

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051567

Ottawa, Ont. January 27th. 1922.

Dear Mr. Sayer:

I acknowledge with much gratification the kind telegram of yourself and Mr. R. W. Marshall on behalf of my Montreal supporters. Please accept and convey to them my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Please ask Mr. Marshall to consider this message as directed to him as well.

Yours very truly,

E. W. Sayer, Esq.,
Montreal, P. Q.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051568

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

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HEAD OFFICE, TORONTO, ONT. GEO. D. FERRY, GENERAL MANAGER

A248 MO 21-7 EXTRA 1922 JAN 25 PM 6 36

W MONTREAL QUE 610 P 25

HON ARTHUR MEIGHEN 331

OTTAWA ONT (OR FORWARD)

YOUR MONTREAL SUPPORTERS WISH TO SEND YOU THEIR BEST WISHES FOR YOUR SUCCESS TOMORROW

E W SAYER CHAIRMAN R W MARSHALL SECY.

Ok

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051569

Ottawa, Ont. January 27th. 1922.

Dear Doctor McGibbon:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying.

I note with the greatest pleasure that Mrs. McGibbon joined in your generous message, and again I thank you.

Yours very truly,

Peter McGibbon, Esq., M.D., M.C.,
Bracebridge, Ont.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

051570

G. N. W. TELEGRAPH CO.
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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A44 N 15

BRACEBRIDGE ONT 1020 A 27

074

1922 JAN 27 AM 10 30

HON ARTHUR MEIGHEN

OTTAWA ONT

MRS MCGIBBON JOINS ME IN CONGRATULATIONS YESTERDAY WAS A VERY IMPORTANT DAY FOR THE PARTY

P MCGIBBON.

'1x Bruce'

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051571

Ottawa, Ont. January 27th. 1922.

Dear General Mewburn:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifyihg.

Yours very truly,

Major-General S. C. Mewburn, M.P.,
65 Markland St.,
Hamilton, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051572

Form 1 T.W.

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A21 N 23

1922 JAN 27 AM 9 57

HAMILTON ONT 918 A 27

RT HON ARTHUR MEIGHAN 043

OTTAWA ONT

FOR THE COUNTRYS SAKE OUR SAKE AND YOUR OWN SAKE I CONGRATULATE YOU ON YOUR GREAT VICTORY STOP GO AND HAVE A REST

S C MEWBURN.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051573

Ottawa, Ont. January 27th. 1922.

Dear Mr. Spinney:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying.

Yours very truly,

Honourable E. K. Spinney,
Yarmouth, N.S.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

051574

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

1922 JAN 27 AM 11 57

A 100 MO 8

YARMOUTH NS 1237 P 27

HON ARTHUR MEIGHEN 122

OTTAWA ONT

MY HEARTY CONGRATULATIONS ON YOUR SPLENDID VICTORY YESTERDAY

E K SPINNEY.

Ballantyne

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051575

Ottawa, Ont. January 27th. 1922.

Dear Mr. Stewart:

Your telegram of the 27th. inst., just received. My address will be c/o The Highland Pines Hotel, Southern Pines, S. Carolina, U.S.A.

Yours very truly,

Honourable J. A. Stewart,
Perth, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH AND CABLE — CANADIAN NATIONAL TELEGRAPHS

TELEGRAM

051576

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. — GEO. D. PERRY, GENERAL MANAGER

A81 N 15

QE TORONTO ONT 1122 A27

1922 JAN 27 PM 12 00

RT HON A MEIGHEN

124

OTTAWA ONT

MAIL ME QUEENS HOTEL HERE YOUR ADDRESS IN CASE I SHOULD WANT TO REACH YOU

J A STEWART.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051577

Ottawa, Ont. January 27th. 1922.

Dear Mr. Nesbitt:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying. The one deep regret I have is that you will not be with us this session.

Yours very truly.

E. W. Nesbitt, Esq..
Woodstock, Ontario.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.
R.M.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

43

H.20 RNA 8

WOODSTOCK ONT JAN 27/22

RIGHT HON ARTHUR MEIGHAN

OTTAWA

CONGRATULATIONS I AM VERY PLEASED THAT YOU WON

E W NESBITT

1030 A

2a

051578

MEIGHEN PAPERS, Series 3 (R.G. 26, I, Volume 30)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051579

Ottawa, Ont. January 27th. 1922.

Dear Mr. Monty:

As I am leaving right away for a short holiday, I have no more time than to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying. The one deep regret I have is that you will not be with us.

Yours very truly,

Honourable Rodolphe Monty,
Montreal, P.Q.

P.S. Please excuse signature. Mr. Meighen had to leave before this letter was completed.

R.M.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Form 1 T.W.

051580

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CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. GEO. D. PERRY, GENERAL MANAGER

A3 8 MO 25 1922 JAN 27 AM 9 48

FX MONTREAL QUE 935 A 27

THE RIGHT HON ARTHUR MEIGHEN
037
OTTAWA ONT

SINCERE CONGRATULATIONS FOR GREAT SUCCESS OBTAINED YESTERDAY IN GRENVILLE COUNTY YOU DESERVED TO BE ELECTED AND ALL THE COUNTRY MUST BE GRATEFUL TO GRENVILLE ELECTORS

RODOLPHE MONTY.

add normana

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051581

Ottawa, Ont. January 27th. 1922.

Dear Mr. Belley:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and gratifying. The one deep regret I have is that you will not be with us this session.

Yours very truly,

Honourable L. G. Belley,
Quebec, P.Q.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

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051582

Form 1 T.W.

CANADIAN NATIONAL TELEGRAPHS

TELEGRAPH CANADIAN NATIONAL TELEGRAPHS AND CABLE

TELEGRAM

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L.

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise the character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT.

GEO. D. PERRY, GENERAL MANAGER

A77 MO 6

QUEBEC QUE 1040 A 27

1922 JAN 27 AM 11 08

HONOURABLE ARTHUR MEIGHEN 092

OTTAWA ONT

BEST CONGRATULATIONS FROM FRIENDS AND MYSELF

L G BELLEY!.

Dr Normandi

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051583

Ottawa, Ont. January 27th. 1922.

Dear Sir:

I acknowledge with much gratification the kind telegram from yourself as President of the Conservative Association at Halifax. Please accept and convey to the members of the Association my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly,

W. E. Thompson, Esq.,
President, Conservative Association,
Halifax, N. S.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051584

Ottawa, Ont. January 27th. 1922.

Dear Sirs:

Please find the Rt. Honourable Arthur Meighen's cheque for $16.00 attached in settlement of your account of the 19th. January. Kindly let me have receipt for this and oblige.

Faithfully yours,

Secretary.

The Ottawa Despatch & Agency Co.,
Ottawa, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051585

Ottawa, Ont. January 27th. 1922.

Dear Mayor Hamilton:

I acknowledge with much gratification the kind telegram from yourself on behalf of the Conservatives of Moose Jaw. Please accept and convey to them my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Please ask Mr. Haig to consider this message as directed to him as well.

Yours very truly,

Mayor S. A. Hamilton,
Moose Jaw, Sask.

P.S. Please excuse signature. Mr. Meighen had to leave for the South before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051586

Ottawa, Ont. January 27th. 1922.

Dear Mr. Robertson:

I acknowledge with much gratification the kind telegram from yourself on behalf of the Conservatives of Neepawa. Please accept and convey to them my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly,

W. G. M. Robertson, Esq.,
Neepawa, Man.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051587

Ottawa, Ont. January 27th. 1922.

Dear Senator Martin:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and inspiring.

Yours very truly,

Senator P. F. Martin,
Halifax, N. S.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train for the South before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051588

Ottawa, Ont. January 27th. 1922.

Dear Mr. Gregory:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and inspiring.

Yours very truly,

Wm. T. Gregory, Esq.,
Leamington, Ontario.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051589

Ottawa, Ont. January 27th. 1922.

Dear Mr. Cohen:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and inspiring.

Yours very truly,

Myer Cohen, Esq.,
St. John, N. B.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051590

Ottawa, Ont. January 27th. 1922

My dear John:

I acknowledge with much gratification the kind telegram from yourself on behalf of the Conservative Members in the local Legislature. Please accept and convey to the members my sincere thanks and expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly.

John T. Haig, Esq.,
Pittblado, Bennest & Haig,
Winnipeg, Man.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was finished. .

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051591

Ottawa, Ont. January 27th. 1922.

Dear Mr. Wright:

Many thanks indeed for your very kind message just received.

Yours very truly,

W. J. Wright, Esq.,
Department of Justice,
Ottawa, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051592

Ottawa, Ont. January 27th. 1922.

Dear Mr. Brandon:

I acknowledge with much gratification the kind telegram from yourself as President of the Liberal-Conservative Association at St. Mary's. Please accept and convey to the members of the Association my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly,

N. L. Brandon, Esq.,
President, Liberal-Conservative Assoc.
St. Mary's, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051593

Ottawa, Ont. January 27th. 1922.

Dear Mr. Stinson,

I acknowledge with much gratification your kind telegram of congratulations just received. Please accept and convey to the Executive my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly,

T. H. Stinson, Esq.,
LINDSAY, Ontario.

P.S. Please excuse signature. Mr. Meighen had to leave before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051594

Ottawa, Ont. January 27th. 1922.

Dear Mr. Bastedo:

I acknowledge with much gratification your kind telegram conveying the congratulations of the Conservatives of Regina.

Please accept and convey to them my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly,

Frank L. Bastedo, Esq.,

Regina, Sask.

P.S. Please excuse signature. Mr. Meighen had to leave before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051595

Ottawa, Ont. January 27th. 1922.

Dear Senator Crowe:

Very many thanks for your thoughtful telegram of congratulations just received.

I was far from anxious to return to public life, but felt in fidelity to my supporters and friends, I could not justify refusal to contest one of the proferred constituencies. Having so decided, I went in and conducted the campaign as vigorously as I could. I am very gratified that the majority was so unexpectedly large. It was about double the majority ever reached before in a contest between two candidates.

Again I thank you.

Yours very truly,

Senator S. J. Crowe,

Vancouver, B. C.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train for the South before this letter was completed.

R.M.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051596

Ottawa, Ont. January 27th. 1922.

Dear Mr. Lauder:

I acknowledge with much gratificatioh the kind telegram from yourself as Secretary of the Albany Club.

Please accept and conveyto the members of the Albany Club my sincere thanks and the expression of my determin tion to undertake the work ahead with unabated vigour.

Mr. Lauder,

Secretary, The Albany Club,

TORONTO, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051597

Ottawa, Ont. January 27th. 1922.

Dear Mr. Tisdale:

Very many thanks for your thoughtful telegram of congratulations just received.

I was far from anxious to return to public life, but felt in fidelity to my supporters and friends, I could not justify refusal to contest one of the preferred constituencies. Having so decided, I went in and conducted the campaign as vigorously as I could. I am very gratified that the majority was so unexpectedly large. It was about double the majority ever reached before in a contest between two candidates.

I note with the greatest pleasure that Mrs. Tisdale joined in your generous message, and again I thank you.

Yours very truly,

Arthur Tisdale, Esq.,

Brantford, Ont.

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train for the South before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051598

Ottawa, Ont. January 27th. 1922.

Dear. Mr. Baptiste:

As I am leaving right away for a short holiday, I have no more than time to thank you for your very kind telegram of congratulations. Please be assured that this thoughtful message is encouraging and inspiring.

Yours very truly,

Leo. Baptiste, Esq.,
Montreal, P. Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051599

ARTHUR LALONDE
AVOCAT

My dear Mr Meighen.

I am very pleased to see your back in the House of Commons; and your success in Stanwell has caused much satisfaction in all your friends of this city.

May I personally congratulate you and assure you of my most sincere support. Always at your disposal - my best wishes and best regards. Yours

Arthur Lalonde

Hon Arthur Meighen
Ottawa.

Montreal 27 January 1922

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051600

LEGISLATIVE ASSEMBLY
OF NEW BRUNSWICK

St. Stephen, N. B.,
January 27th., 1922.

Hon. Arthur Meighen,
Ottawa, Canada.

Honorable Sir:

Just aoline to tell you how greatly pleased I was to learn of your splendid victory yesterday.

I extend my hearty congratulations to you, but more particularly to the voters of Grenville, believing as I do that they have displayed wise judgment in trampling upon the Progressive Candidate, and sending you to Ottawa, with such a splendid majority.

With kind personal regards.

Very sincerely yours,

J. M. Flewelling

JMF/N

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051601

F. B. BLACK
SACKVILLE, N. B.

Jany 27th 22

Hon Arthur Meighen.
Ottawa.

Dear Mr Meighen:

Most Sincere Congratulations to you on the result of your last contest. Congratulations are also due to the Canada and Parliament.

The result will be received with pleasure by the great majority from East to West coast. Yours Sincerely

F. B. Black

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051602

Women's Liberal-Conservative Association of Toronto

President, Miss Constance Rudyerd Boulton

Honorary Presidents
Mrs. Arthur Meighen
Mrs. G. Howard Ferguson

Corresponding Secretary
Miss H. F. Durie,
306 St. George Street

Recording Secretary
Mrs. E. Moran

Financial Secretary
Mrs. E. A. Hardy,
81 Collier Street

Treasurer
Mrs. W. H. Harper

Toronto, 154 Blythwood Rd
Jan 27th 1922

To The Right Hon^able
Arthur Meighen

Dear Mr Meighen

Allow me to express for myself personally & for my Association our deep gratification upon your election to the Dominion House in Grenville. It will give us all new courage to work for our Party, now that we know you are our leader. There is a great deal of organization ahead of the Conservative Party which no doubt will receive your serious consideration in due time & we will all give you our utmost support. With very best wishes

I remain Yours loyally
Constance Rudyerd Boulton

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051603

MONCRIEFF & WOODROW

BARRISTERS & SOLICITORS

GEO. G. MONCRIEFF
C. S. WOODROW

OFFICES AT
PETROLIA—PHONE 21
SARNIA—PHONE 326

SOLICITORS FOR
THE TOWN OF PETROLIA
THE BANK OF TORONTO, PETROLIA
THE CROWN SAVINGS AND LOAN COMPANY

SARNIA, ONTARIO, CANADA Jan. 27th, 1922.

The Rt. Honourable A. Meighen,
Ottawa, Canada.

Dear Sir:

Permit me to tender my congratulations at the result of the poll at Grenville and to express my gratification not only that you will once more take your place in the Dominion House but also that the Conservative Party and the Country will have the benefit of your leadership.

Yours truly,

C. S. Woodrow.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051604

House of Commons
Canada

610-15th St
Brandon Man
Jan 27th 22

Rt Hon Arthur Meighen
House of Commons
Ottawa Ont

Dear Sir

Just a line to congratulate you on your victory in Grenville I believe there was no time in the history of Canada when you were more needed in the House of Commons than at the present

I only wish I were behind you to give some assistance to you in the great work there is for you to do & which I expect you will do

Wishing you all success in your future Parliamentary life

I remain
Sincerely yours
Ferris Bolton

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

PECK KERR & McELDERRY,
Barristers, Solicitors & Notaries.
OFFICE, 415 WATER STREET.

Edward Armour Peck.
Francis Dean Kerr, K.C.
Vincent Joseph McElderry.

SOLICITORS FOR
THE CANADIAN BANK OF COMMERCE
THE COUNTY OF PETERBOROUGH

CABLE ADDRESS "PECK" PETERBOROUGH.

051 695

Peterborough, Canada Jan. 27, 1922.

The Rt. Hon. Arthur Meighen,
Parliament Buildings,
Ottawa, Ont.

Dear Sir,-

I am taking the liberty of writing you to offer my congratulations upon your election. I am encouraged to do so because of the great satisfaction I feel upon your return to Parliament as leader of our Party.

Allow me to offer my best wishes to you and to express - as one of the rank and file - my personal devotion.

Yours faithfully,

V. J. McElderry.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051606

CHARLES E. TISDALL
MAYOR

MAYOR'S OFFICE
VANCOUVER
CANADA

January
Twenty-seventh
Nineteen
Twenty-two

The Right Honourable Arthur Meighen,
House of Commons,
Ottawa, Canada.

Dear Mr. Meighen:-

Will you permit me to offer my most cordial congratulations on the result of the election held yesterday.

I am glad that you are back again in the House of Commons, and that we will still continue to have the benefit of your services as leader of our party. The welcome news has been well received all over this city.

Faithfully yours

Charles E. Tisdall

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

File

051607

House of Commons
Canada

Kincardine, Jan 27/22

Dear Arthur:

Mrs. Clark and I were delighted to hear of your great success in Somerville. I was afraid the Liberals would be instructed to join in with the Progressives to beat you.

I got your letter re accounts. Now my application is that the manager of the office cashed a few cheques that came in during the campaign. Don't you think I had better send my cheque to cover same?

Yours truly

Geo Clark

Rt Hon. A. Meighen
Ottawa

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051608

Perth
Jan 28th 1922

Cons'd.
File

Dear Arthur -

I am sending you the enclosed clipping which appeared in the Perth Expositor a few days ago; this "Loyal Conservative" voiced the feeling of a host of other friends in Perth, not to mention your relatives here.

And so, we are all very happy over the results of the Bye-Election - glad that you consented to become

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051699

Leader of the Conservatives,
and consoling reflection for
the other disappointment by
the thought that you
are freed from the terribly
heavy responsibility of
guiding the affairs of State
in these difficult times;
although that is your
comfort when one considers
how much better fitted
you are for the task.
We shall follow with
deepest interest your
course as Leader of

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the Conservatoire and I feel very sure that you will more than meet our expectations.

Will you remember me most kindly to your Father & Mother & to Isabel. And will brighten Lapen for you.

I am as always
Your affectionate cousin
Harriet M. Meighen

051610

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PHONE 630

051611

Rev. H. A. Graham, B. A.
148 Park Avenue
Brantford, Ontario

Jan. 27. 1922

Right Hon. A. Meighen M. P.
Ottawa
Ont.

Dear Arthur

We are more than glad. It won't be long until you are in your proper place the premiership. Mrs wife is more than happy. Best wishes yours in all political ups and downs

Humphrey G.

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051612

London, Ont.
January Twenty-seventh
1 9 2 2

Dear Mr Meighen -

It is indeed difficult for me to express my gratification at the returns from Grenville. I am doubly sure I could not express my feelings had the result been the reverse. It may seem strange to you, coming from one a few years your senior, when he says he is a hero worshipper, but he pleads guilty and is proud of it.

During the recent general election, when the writer was attempting to do his bit in Western Ontario, he did it with extreme pleasure, because of his absolute confidence in our "Leader" who we needed then, and thank God (and the Grenville electors) we still have.

I am not a prophet, nor the son of one, but let me prophesy - "Great things are in store for you".

Again, accept my sincere congratulations.

Yours for all time

Lowin Cronsbrook

The Honourable Arthur Meighen, M.P.
OTTAWA, Canada.

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051613

St. Andrew's Church
(Presbyterian)
Divine Services commenced 1759

"The Manse"
Quebec, P. Q. 27th Jan 1922

To the Right Hon Arthur Meighen M.P.
Ottawa,

Dear Mr Meighen
I cannot refrain from writing to say how pleased I was to hear of your victory last night — accepting my hearty congratulations. and with my good wish
Believe me
Yours faithfully
Rev. Andrew J. Love.

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HON. R. DANDURAND,
PRESIDENT.

J. E. CLEMENT,
VICE-PRESIDENT AND GENERAL MANAGER.

051614

The FIRE INSURANCE COMPANY of Canada

MONTREAL

JE TE PROTEGE

Peterboro
Jany 27/22

N. Hon Arthur Meighen
Ottawa. Ont

My dear Sir/ Accept my hearty congratulations on your splendid victory. I and Ours you must feel gratified at the result of the election. I wish you every success in the coming Session of the House.
Hoping you are quite well. Yours truly
J E Bradburn

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051615

Personal.

My dear

Prince Rupert, B.C.
January 27th., 1922.

Rt. Hon. Arthur Meighen,
Leader of Conservative Party,
Ottawa, Ont.

Dear Sir,-

Upon the receipt here of the news of your victory in Grenville, I am taking the earliest opportunity of extending hearty congratulations and to add to it the hope that you may soon again come into your own as leader of the government of the country. As an assurance of faith that the party has in you I can assure you that I speak only the unanimous wish of the rank and file of the party in this part of the country and I may add that it is the wish I am assured of no small part of the opposing party who have not the confidence in their leaders that should follow a return of a party to power.

The term in Opposition will give you a splendid opportunity to formulate a well conceived policy with regard to the pressing questions so that when we get to the country again you should sweep it. I should think that next election will be fought out to no small extent upon the railway question. The C.P.R. and the old Grand Trunk have evidently got their wish in the late election. They have succeeded in getting into office a conglomerate body that will be unable to do anything in regard to a railway policy as long as it remains in power.

You know the old adage about the house divided against itself. One would almost think that the good Lord had this government in thought when he uttered the words.

From B.C. in the person of Dr. J.H. King a selection has been made of anything but a strong man for the department of Public Works. Dr King is a very pleasant fellow to meet and personally popular but no one gives him credit for ability.

In our riding we have a very peculiar situation. As you may have noticed Col. Peck lost out on the recount but we have had the satisfaction of knowing where we were at in any event. The Liberals however just a few days before the recount conceived the idea that they had no time to lose in order to provide for an election petition provided the count went against them. Reading the act relating to controverted elections and omitting to read the amendments thereto they filed a petition which had they examined the amendments to the act they would have found unnecessary to do having fifteen days after the recount closed in which to do this.

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Now with the count going against Col.Peck they are in the peculiar position of having petitioned against their own election. W.E.Fisher representing Peck and the R.O. has entered an appearance and agrees with the petition presented that the election was irregular in the respects submitted.

There were polling places that failed to have the ballots reach them and the electors were thus deprived the right to vote. There were enough of such voters so deprived to alter the state of the poll.

It would almost appear that the election trial might have to go on.

What the result of a new election would be is hard to estimate. If one should come on immediately I would think it would go for the Liberal government. If however it were delayed and an election trial would I suppose make that certain, and the government in the meantime starved the C.N.R. at this end as I suppose will follow owing to the C.P.R. influences at work with this government, there might be a revulsion of feeling in favor of the Opposition.

Fred Stork the member-elect is far from a strong man or even a courageous one. He will be a party slave that can be depended upon at all times to do the behests of the caucus. He is not really popular with his own following as a whole and will always be on the look out lest he lose a vote. He is a sort of noisy house dog arrayed in a formidable lion's skin.

One of our greatest weaknesses here is the lack of a newspaper. We have the News which is the organ of the Liberals and a most subservient one at that. The Empire is a kind of nothing that became so exasperatingly weak in the last election that Col.Peck's committee had to get out a campaign sheet towards the last. He would I believe sell out now but I suppose will want a price that is far too great. Besides our party has not the funds. Now would be the time to start getting in the assasin's work for the next election.

However I will let this matter go at the present as I have drawn out this letter far too long. Later when you get settled down after the series of election fights I may have some thing further to write with regard to the newspaper end.

Again in closing I congratulate you and wish you aboundant success in the coming session. Tie them up in knots, and keep them busy extricating themselves.

Yours sincerely,

O. H. Nelson

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051617

DAVID JAMIESON, M.B.

D. BRADSHAW JAMIESON, M.B.

DRS. JAMIESON & JAMIESON
PHYSICIANS AND SURGEONS

B including Mrs

Durham, Ont., Jan. 27, 1922. 192

Right Hon. Arthur Meighen, M.P.,
Ottawa, Ont.

Dear Mr. Meighen,

I was delighted last night when I got the result of the election in Grenville, and beg to tender my heartiest congratulations. People seem to have such a crazy fit on just now that you can never tell what is going to happen, but I am sure all the sane people in the Dominion, no matter what their politics, will be pleased to know you are in the House. Am sorry you had against you the brazen blatherskite who is our representative in South-East Grey.

The result of the late Dominion election was rather disappointing, but after all it was not unexpected, and certainly the party cannot blame you for not doing your part, and now that the Conservatives have got down as low as they can, you have an opportunity of commencing at the bottom and building up a splendid new organization, and with your youth and ability ~~in time~~ will come out on top in due time.

With kindest remembrances to Mrs. Meighen, in which Mrs. Jamieson joins me, I am Yours sincerely,

Dr. D. Jamieson

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051618

B (including Mrs M)

House of Commons
Canada

PEMBROKE Ont.
January 27th 1922

Rt. Hon. Arthur Meighen,
21, Cooper Street,
OTTAWA.

Dear Chieftain,

The news of your majority early reached Pembroke, and there was great joy in the camp.

We are all awaiting with eagerness the opening of the New Parliament, and we will follow with interest your exposure of the contemptible tactics of the Liberal Party in gaining the reigns of power.

I know that it is gratifying to Mrs. Meighen that you will again be in Parliament to bring further distinction to your already prominently honoured record.

And it is hoped there will not be a slip of memory when it comes to saying a few saucy things regarding the actions of our Farmers, gentlemanly and otherwise. You have a splendid field, and we all know you will take full advantage of it.

With kindest regards to Mrs Meighen and yourself, from both Mrs Mackie and I, I beg to remain

Sincerely yours,

H. J. Mackie.

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051619

Ottawa, Ont. 27/1/1922.

Cher M. Lambert:

J'ai bien recu votre lettre en date du 30 decembre dernier, et je vous remercie de l'expose fidele que vous me faites de agissements de L'Honorable Docteur Beland pendant la derniere election. Vous dites qu'il serait possible d'obtenir des declarations assermentees au sujet de ces promesses relatives a la disposition de chemins de fer nationaux et a l'abolition de la conscription. It serait sans doute tres opportun que vous mettiez la main soit sur le compte-rendu, publie dans les journaux, de ses remarques a ce sujet, ou bien, si cela est impossible, sur des declarations assermentees etablissant l'epoque et l'endroit ou il a fait ces assertions et exactment ce qu'etaient ces assertions. Ceci serait tres utile, et k'espere sincerement que vous serez en mesure de me procurer ces renseignements.

Votre tout devoue,

P.S. Veuillez excuser la signature. M.Meighen a du quitter le bureau pour prendre un train avant que cette lettre soit terminee.

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051620

Dear Mr. Lombert:

Referring to your letter of the 30th. December, I thank you for the clear recital you give of the commitments of ..... in the late election. You refer to the possibility of securing affidavits covering thse promises as regards the disposal of the National Railways and abolition of conscription. It would be very useful indeed if you could get either newspaper reports of his remarks on this subject, or, if this is impossible, affidavits establishing when and where he made commitments and just what those commitments were. This would be useful and I sincerely hope you will be able to secure them.

Yours very truly,

P.S. Please excuse signature. Mr. Meighen had to leave to catch his train before this letter was completed.

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051621

(Traduction)

Cher M.Lambert,

J'ai bien reçu votre lettre en date du 30 décembre dernier,et je vous remercie de l'exposé fidèle que vous me faites des agissements de..... pendant la dernière élection.Vous dites qu'il serait possible d'obtenir des déclarations assermentées au sujet ~~des~~ de ces promesses relatives à la disposition des chemins de fer nationaux et à l'abolition de la conscription.Il serait sans doute très opportun que vous mettiez la main soit sur le compte-rendu,publié dans les journaux,de ses remarques à ce sujet,ou bien,si cela est impossible,sur des déclarations assermentées établissant l'époque et l'endroit où il a fait ces assertions et exactement ce ~~que~~ qu'étaient ces assertions.Ceci serait très utile,et j'espère sincèrement que vous serez en mesure de me procurer ces renseignements.

Votre tout dévoué,

P.S.Veuillez excuser la signature.M.Meighen à dû quitter le bureau pour prendre un train avant que cette lettre soit terminée.

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051622

Au Très Honorable Arthur Meighen
Edifice du Parlement.
Ottawa.

Cher Monsieur.

En réponse à votre lettre du 6 Déc, me demandant des renseignements au sujet des tactiques du Docteur Beland dans sa dernière campagne politique voici: Le docteur a dit:

1er: Votre Gouvernement était responsable de l'état des chemins de fer, de la participation, à la Guerre, de la conscription.

2en: Il a dit qu'il était contre la Marine Marchande, c'était une dépense inutile monstrueuse.

3me: Il était contre la conscription. Il est engagé publiquement le 5 Déc à St Joseph de Beauce qu'il ferait retirer cette loi, lors de son retour à Ottawa.

4me Pour la question des chemins de fer: Il était pour la vente à vil prix, (ce n'est) pour sauver le pays de la ruine.

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Pour le tarif. Il a été tantôt Protectionniste à Valley Junction, près des frontières des Etats-Unis, libre échangiste à tout rompre lors de sa mise en nomination, il était pour la réciprocité: Donc, il a été une véritable girouette.

L'Honorable Docteur s'est bien gardé de faire imprimer quoique ce soit. Les paroles passent mais les écrits restent.

Si vous désirez des affidavits des déclarations, pour la conscription. Nous pourrons vous en procurer.

Je serai toujours très heureux de vous être utile en quelque chose. Je serai très heureux de vous voir à la tête des forces Oppositionnistes, afin de faire avaler aux bons libéraux toutes les couleuvres qu'ils ont vomis contre vous.

Ma défaite n'est pas définitive. La partie est perdue mais ce n'est que partie remise. Le docteur Béland doit se faire réélire pour qu'il entre dans le Cabinet Rinfret. Si vous aimez qu'il le fait

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pas élus par acclamation, je serai prêt à recommencer la lutte. Je crois que ce serait une homme tactique, vu que King, le nouveau premier ministre c'est ici de Quebec.

Ce que je vous demande c'est de permettre, à ce bon Docteur, d'être loyigue une fois dans sa vie, et lors de l'ouverture, des chambres, de lui demander s'il va demander le rappel de la conscription et s'il va vendre les chemins de fer. !!!!

Je termine

Bien à vous

J. E. Lambert

Ex. candidat

St. Joseph de Beauce
30 Dec 1921.

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051625

LOCKE & MILNER
BARRISTERS &c.
PHILIP C. LOCKE WILLIAM H. MILNER
PHONE A-7577

746 SOMERSET BUILDING
WINNIPEG - CANADA

My dear Aw

January twenty seventh
Nineteen twenty two.

Right Honorable A.Meighen,
24 Cooper Street, Ottawa, Ont.

My dear Meighen:-

I was very glad indeed to see that you were successful in contesting Granville. It is a very great source of pleasure to feel that you will still be in the House giving the country the benefit of your wise counsel. Besides that of course, it is very pleasant to me personally to see that you are back in political life again.

Naturally the next question thatwill arise, and one which you as leader will have to consider, is putting the party back on a sound basis. As you know there has been considerable diversity of feeling as to what should be done with the old Unionist and National-Liberal-Conservative party . There are elements in our own party which as you know I together with many other of your friends, have been fighting for the last five years, and who desire nothing better than to see you eliminated as leader and to substitute a man who is not at the present time in public life. as leader in your place. I have consistently for nearly five years now fought that element. The fact of your defeat in Portage la Prairie last month gave them a chance here and on Monday night they called a meeting of what might be termed the 'old guard' . In spite of the fact that for a good many years as you know I have been more or less closely associated with the party, I was not invited to attend and naturally I did not attend. There was, I am advised, considerable oratory and a good deal of talk about old party lines and so on and then the meeting adjourned.

The men who went to that meeting very largely consisted of those who have in the past few years contributed nothing to the success of the party but have rather stood aloof and it is rather amusing to find them at this time coming out and posing as saviours of the country.

I am firmly of the opinion that if the Conservative party is to again become a factor in Canadian

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politics there must be a reorgainzation and that reorganization cannot commence too soon. There is no doubt that a good many of the old stalwarts did not take at all kindly to the Union of 1917 and thought that when the war was over old party lines should return. My belief today is that if you simply went back and called the party the Conservative party that those Liberals who have remained true to the National Liberal-Conservative Party will remain true to the Conservative party. There may of course be defections but at the same time the loss will be small compared with the advantage of healing the breach that has existed since August of 1917.

In connection with this, however, there is another point to be considered and that is the position which the 'old guard' will occupy. We have as you know in Canadian politics today a number of young men who owing to the Reciprocity campaign of 1911 and the Khaki election of 1917 have none of the old traditions of party and have very strong and positive ideas as to the general welfare of the country. These men are unable to see the halo surrounding the heads of many of the old and recognized leaders . In Winnipeg there are scores of the younger voters who are not prepared to fall into the ranks led by those who were prior to 1914 recognized leaders. As a matter of fact many of these men have only maintained their position to date by claiming to be Simon pure Conservatives and not hyphenates of any kind. Their prestige is confined entirely to a very small group of followers . If there was a straight switch back to the old Conservative party there is sufficient influence amongst the younger men and those that might be called the Meighen group here in Winnipeg to control things, the ground would be cut entirely from under the feet of the old timer whose sole claim of recognition was the fact that he was a Conservative and not a Unionist or a National Liberal Conservative. The result would be that he would be forced back into the ranks with his wings clipped and his prestige very largely gone.

Another thing impresses me in connection with reconstruction and that is there must be a greater amount of confidence between the leader of the party and the lieutenants. I am firmly of the opinion that the only way to get co-operation is by showing confidence and by extending confidences. No party can succeed where there

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is as much lack of confidence as in the old National Liberal Conservative party. I am quite convinced that this was not on your part intentionally. No man in public life had to carry the load that you have had during the time that you were premier and for some considerable time before that but the fact remains that there always was a feeling here in Winnipeg, and to be quite frank a feeling on my part, that more of us who had put our very best into endeavoring to start the party of which you were the leader, did not have the conifdence of your group in Ottawa. If that group felt that those of us out here who were endeavoring to carry on were not worth their confidence, then it was a strategic mistake to ask us to stumble along in the dark with the consequent injury of the fortunes of the party in this country. I have always felt and many of or men here have felt that to attempt to carry on without a fair disclosure of the ideas and purposes of the party was hampering very greatly our activities and to my mind is accountable for part of the disaster that has overcome us. If the Conservative party or any party isgoing to ~~become~~ control the political life of Canada it cannot be successful unless it has in every province a fair sized group of men who have the confidence of the leaders of the party and can thus co-operate in every way. Suggestions have been made from time to time by our Manitoba supporters and so far as I am aware hone of them have been acted upon.

We fought most strenuously against the appointment of Mr Bonnar as general counsel for the Grain Commission. I pointed out to Senator Sharpe in February of last year that in my mind the appointment of Bonnar would be a disaster. The Fort William fiasco was a direct result of Bonnar's poor tactics and what might have been a very useful commission lost prestige and strengthened Mr Crerar by furnishing material for him to say that he was being hounded by the government. That could all have been avoided by the appointment of other counsel. When an injunction was applied for to prevent the commission from carrying on Mr J.P.Foley who has never supported you or your party, was appointed counsel. There was no need of that. There were many men in the ranks of your own supporters quite as capable as Foley. I have no quarrel with Foley, he is a capable lawyer but why appoint someone who is opposed to you.

There is no question in my mind that the appointment of C.P.Wilson to the Court of Appeal would have given us many supporters who, when Dysart was appointed swung over to the other side. As a matter of fact Dysart is making good but when a man of the ability and standing of the Manitoba Bar that C.P.Wilson has is prepared to accept a judgeship I think he should have been appointed. If it comes to a question of ability Wilson stands at the head of the Bar. If it was a question of political expediency, and if it was not your government was accused of making the appointment

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051628

for that reason, I do not think that one vote was changed by Dysart's appointment and many votes were lost which would otherwise have been cast for you if Wilson has been appointed.

I am not citing these cases with an idea that I personally should have receivee anything. I have acted as Deputy Returning Officer on two occasion, in 1917 because I was advised that it was your personal wish that I should act and in 1920 at the request of Mr Biggar. The only other piece of work I have had from the government was the Canada Registration Board. I am not kicking because during the period from 1911 to 1922 I did not get more. I have put in a lot of time which might perhaps have been more profitably employed but I have no kicks and no regrets but what I do regret however, is that there has not been a greater display of confidence between the leader of the party and those of us who have been popularly credited with trying to run things in Manitoba.

If there is a reorganization I think that this point should receive the consideration of the party. I don't want you to think that I writing this in at all an unfreindly spirit but only to point out what in my mind are mistakes we made in the past and which I think we ought to try and avoid in the future. You may not agree with my ideas but so far as I am concerned they are such deep rooted convictions I cannot see how we can carry on properly unless attention is given to them.

Yours very sincerely,

P.C.L.:

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CONSERVATIVES BECOME ACTIVE

Signs of Returning Evidenced in Enthusiastic Get-together at Fort Garry

A large number of Winnipeg Conservatives met at the Fort Garry hotel Tuesday night to discuss questions of party organization. The room in which the meeting was held was crowded. Several speakers were heard, at the end of which every person present signed a resolution as follows:

"This Conservative association of Winnipeg, is organized with a view of bringing together all Conservatives that they may unitedly work for a Dominion-wide reorganization of our party, believing,

First: That following such reorganization our party will soon resume the enviable place and prestige it so well earned under the worthy leadership of Macdonald, Cartier and others (whose memories are still green in the hearts of all true Conservatives) and under the party system of administration which they at all times and under all conditions pdeserved and maintained;

Second: That by following the principles and policies of true Conservatism and departing from present day sectionalism and compromise this country will quickly return to stable government and true prosperity.

So believing we pledge our wholehearted support to all movements in the above direction and extend to all those who wish to join us in attaining those ends a most hearty welcome.

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HENRY HILTON, SENR.
PRESIDENT
J. C. KYLE
MANAGING-DIRECTOR

051630

PHONE A 2587

The Canada Standard Loan Company

520 McINTYRE BLOCK.

Winnipeg, Man., January 27, 1922.

Rt. Hon. Arthur Meighen,
Ottawa, Ont.

Dear Mr. Meighen:-

I have the greatest pleasure in being able to congratulate you on yesterday's result in Grenville. You have done well practically unaided as I view it at this distance and your friends are all breathing easier in Winnipeg today. I don't believe there would have been keener regrets anywhere in Canada than there would have been right in Winnipeg had Grenville voters turned you down. Maybe we are now lacking in numbers but if so we can make up for it somewhat in intensity of feeling.

Many people have always smiled at me in my anxiety about the machinations of the Hon. Mr. Rogers and his friends, but I am sure he and they had a lot to do with our failure in Winnipeg especially in the South and Centre. You know the sneers of a man labelled a friend is often more productive of harm in an election than the active hostility of a score of avowed opponents. Now every where I went during the campaign I found these nominal friends of the party sneering at the "half-grit" organization we had and with which they said they had to consort. Again and again my appeal to attend committees and meetings was met with: "Confound it, Kyle, I can't go in with Harry Pulford and Elswood Richards and Ned Parnell, who have always fought us. Why can't we have the old friends so we can all pull together?" They simply wanted an excuse and they thought they might make me ashamed of my new associates. How in h-ll they expected us to replace desertions except by gaining recruits from the Grits I don't know. Did they expect us to link up with the mugwumps and the bolsheviks?

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051631

Even now that the elections are over the Rogerites here are not letting up on their scheming. I enclose you a clipping from the Tribune showing that a meeting has been held in which the avowed purposes enunciated are to revive the old party, but the true purposes of which are to restore the prestige of Mr. Rogers. This meeting was called by invitations sent only to a hand-picked lot from which was scrupously eliminated every known Meighen man. In an interview just now with Billie Ferguson, once of Hamiota, I have learned what was accomplished at the meeting and what are the future plans. The moving spirits were Arthur Sullivan and J. B. Reynolds and they formed what they term a Greater Winnipeg Conservative Assn. On Tuesday night next this new association is to meet the executives of all three Winnipeg Associations and we are to be addressed by J. T. Haig, W. J. Tupper, Joseph Bernier and the Hon. R. Rogers.

Now so far as South Winnipeg is concerned this will get us no where unless something can be done to assure us that the ultimate purpose is not to injure Arthur Meighen. Personally I have nothing against Mr. Rogers, but unless he will call his hounds off you and let it be fully understood that he is to cease his plans to railroad you I will do everything I can to disrupt any organization got together in Winnipeg by him or his henchmen. Strategically it is subversive of success that we should have these discussions and if the party could accept Mr. Rogers into its councils again in such positions as he is suited it would do us an immense service. I discount all his claims as an administrator, as an orator, as an organizer and deny him absolutely any place as a statesman, but he is capable as a manipulator of men. His cunning and his ability to worm himself into peoples confidence makes him wonderfully useful to the party.

I suggested to Mr. Ferguson that if he is to succeed with any organization in South Winnipeg that he must get Mr. Rogers to publicly declare that he has no designs whatever towards displacing Arthur Meighen as leader of the conservatives of Canada and he has promised that he will bring things about so that there will be just such a show-down with the Hon. Bob.

I am sorry to have made this epistle such a lengthy one and trust you will forgive me if I promise to do better in the future.

With very best wishes I am
Faithfully yours,

J. O. Kyle

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CANADA

051632

Ottawa, Ont. February 4th. 1922

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. January, which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is very gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

J. C. Kyle, Esq.,
Managing-Director,
Canada Standard Loan Company,
Winnipeg, Manitoba.

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051633

Ottawa, Ont. January 27th. 1922.

My dear Schaffner:

Yours of the 17th. instant just received. I have to leave in a few minutes for the train to go South on a few days' holiday.

I cannot say that I was very much disappointed, although I thought we would do somewhat better than in the late contest. It was not the Government's policy to be defeated in any respect whatever as regards the tariff principle. I did state that I stood where Canada had stood for forty years, and it is the plain truth. Furthermore, the new Government will stand in just the same place precisely because it knows it dare not do anything else with the slightest chance of lasting out, because any other course will spell unemployment and bad times for which they will pay the penalty. We were down against a tidal wave of mental rebellion that always follows after a long period of office, but which was a thousand times intensified in this election by irritation over the restrictions and compulsions consequent of the war.

The West, of course, is in the thraldom of a class movement, but elsewhere in Canada, and indeed largely in the east, the wave generated by anti-conscription feeling, was responsible for 95% of the result. This judgment is the outcome of the most careful enquiries made in each County that I entered.

I do not think there has been any cancelling of the ice-breaker contract. I hear, though, that if it is cancelled, it will be followed by an order for two smaller ice-breakers - one to be built at Quebec, and the other at Montreal, in order to divide up the benefits of the patronage. If this is the case, both of them will

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051634

probably be no good.

I thank you for your continued confidence in me, because, you know, loyalty can never be more pronounced than when shown in company with criticism of all that I do. I hope you will believe me when I say that I have not the least desire to continue in public life at all. I am at an age now when I could return to my private affairs, and, I think, do well, and will not be at that age in a few more years. I want to do the right and manly thing, and came to the conclusion that such a course meant an honest effort to stay with my friends, and give them the opportunity to work with me if they desired.

Yours very truly,

The Hon.Senator F. L. Schaffner,
B.A., M.D., C.M.,
801 Wolseley Avenue,

Winnipeg, Man.

P.S. Please excuse signature. Mr. Meighen had to leave for the South before this letter was typed.

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Private & Confidential

051635

801 Wolseley ave. Winnipeg.
Jan 17th 1922.

My dear Meighen:-

Well Arthur I should like very much to peep into the back of your head and see just what you had in there re the Resolution on Dec. 6th last; I would also appreciate a glance into an adjoining chamber of your brain to see for myself what results you expected. I hope your slate was more sensible than that made up by that "bunch of wisdom" which made up your Central Committee in Winnipeg. I told them to reduce their estimate by half and they would be nearer the mark. I thought we should get two in Yo. McCurdy and one other. I did not count any in P.E.I or N.B. I thought we would break even. Quebec I thought we might get two but more likely not any. A responsible man in the City told me that he had seen Sharpe in Ottawa in October & think, and that it was all "fixed" in Quebec we would get twenty seats. He is great in having it "all fixed" He is too innocent. I fell down in my estimate for Ontario I did think you

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051636

should get 50 there, Sir Mac. I expected you and Bob to be elected that was all. Sask. not a seat; Alberta one Bennett, did not know what B.C. would do but it did very well. That is why I wanted to look into the back of your head and see what you really thought, but to see in would have required a major operation and that cannot be performed without the consent of the patient. If you or any other prophets thought really what you said just before the 6th, both you and they did not have an eye to the ground and had a very erroneous judgment of conditions. The campaign was too long. You certainly lost during the last two weeks. I judge you thought if you took time you could convince the people. You certainly did your part as well as any leader ever did. You worked hard and long but with no results; I may be wrong, but I do not think your address changed one constituency. You already know my mind re some of the policies of the party, in a word the party has brought what it got upon itself. Their policy which I have no doubt was O.K. years ago but in present conditions was reactionary. The statement you made in that splendid meeting in Winnipeg made the shivers run up and down my back at the time, viz. "that you stood where we stood for the last forty years, and you expected to stand there as long as you lived. We see in an statement like that might do some years ago but it was too reactionary in these

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days. present thoughts and conditions have changed, we may not want to admit it but whether we admit it or not, such is the case. well Arthur I supported you for First Minister and will certainly give you my humble support for Leader of the Opposition. You are the only man, but what I wanted then, was a representative Convention of the People of the Dominion, to this Convention I thought Sir Robert should resign, and that Convention select a new Leader, so far as you were concerned the result would have been the same. You would have been the Leader. King made much of the "usurpation" I heard him the morning he spoke in the Walker Theatre and to that audience anyway, he made a hit on that point and I do not think he ever made a speech that he did not repeat it. The Riordon deal did the Govt much harm. I have $1000 in that Company I am sorry to say, but they should have been made to pay. I understand they did not get free from their Tapes in the U.S. by giving a note, during the only 10 minutes I talked to you during last session and to be Frank with you it seemed to me that you begrudged me even 10 minutes. I told you not to appoint Billy Staples on that Commission not because it was Billy Staples, but the Grain Com. should have been investigated with the others, it was not a Com. that would appeal to the public generally. Haslam looks more like

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051638

a Dunn than a mere, then their Lawyer, if there is a lawyer in Winnipeg less respected by the Profession, I dont know who he is. Your last appointment to the Bench here was not in order, and when it comes to re appointing that old humbug as Lt. Governor of the Province for another term, why did you do it: I know he wanted it: I think if there was a vacancy for Poundkeeper out in St. James he would want it: Your friends in general here wanted Billy Boyd appointed and they expected he would be, well arthur your friends in the East whom you were trying to serve stabbed you in the back, think of a follower of yours being turned down in Brantford, The Montreal Star did its dirty work and the Gazette was almost as dirty: Talk about the class legislation of the Farmers, if there is any set of people in the Dominion more Class, more selfish and less regard less of the rest of the Dominion, there the people of Montreal including its newspapers I would like you to tell me. And than that Ukrainian deal, who was the father (Proud) of that, I think I can make a good guess, and that Proud father better wake up to the idea that that kind of disreputable tactics in politics belongs to the past and let us hope not to be resurrected, I saw several Columns

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051639

in the Winnipeg papers some day you think I did not read them I thought we had enough to attend to on this side of the Atlantic, without travelling over to Central Europe. The old Bishop is telling he got $40.000 out of the party funds, I was feeling sorry for Billy Sharpe as at that time I thought his heart trouble was bothering him again, but I met Bob Watson one day, he told me it was heart failure caused from the size of the bill presented to him by his Ukrainian friends, there were two sharp brokers & lawyers that came from New York & Montreal. I did not pay any attention to what Bob said but I have been told by three responsible Conservatives since that $50. or $60.000 was taken out "of the party funds". Well Arthur this is all in the past and the pressing Question now is "Where do we go from here" No doubt you have (or I hope you have) decided to call a dominion wide Convention to arrange a policy. I see the Montreal Gazette has the old reactionary programme, but that is no use, it must be dropped and an up to date programme adopted. Have you seen "The Mosques of Ottawa" by Dontino? Do you know who Dontino is? His criticism of you is not fair or correct.

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051640

I am glad to see this morning that you oppose Armstrong running against King, Both you and King should have been returned without opposition.
I am also pleased to read that the Present Govt. had Canceled that $1.500.00 Contract for a ship. The next thing I hope they will do is to cut out the Dry Dock in Vancouver. Both can wait. Then they want to put a stop to the ministers having a Car and a uniformed driver, a very disgraceful expense upon the people. If they want cars let them do as other people have to do. Buy them and drive them themselves, or hire some one to drive them. Well arthur I have told you, for sometime (as you know) that you advisors from the west at least, were (well let me be generous) not up to the mark, and God knows how correct they be. They have been sleeping while the world has been moving on. The only Criticism I read made of you generally, is that you are no judge of men, and one hears that on all sides. I would like very much to have an hours talk with you. Really arthur I do not think it would do you much harm.
Earnestly hoping you may be very successful on the 26th and with best regards
Yours faithfully
F L Schaffner

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CANADA

051641

House of Commons
Canada

701-2 Board of Trade Bldg.,
Vancouver, B. C.,
January 27th, 1922.

Hon. Arthur Meighen,
Leader of the Opposition,
Parliament Bldgs.,
Ottawa.

Dear Arthur:

Please accept my congratulations on your splendid win yesterday. We are just beginning on a wave of the Progressive element throughout this Province. They are no doubt making an outlay for a better fight. I sincerely hope that they have reached the end of their tether here.

We are in a very bad position in B. C. owing to no organization whatever. I am referring of course to the straight Conservative issue. In my opinion we cannot expect any assistance from the beauties who are in the Senate from this province. I refer to Green, Barnard, Planta and Crowe, but omit J. D. Taylor. Green never made a move to assist in the Interior as he ought to have done, nor did Barnard. These two men never were known to put up a dollar for the party or cause and it is enought to drive one out of public life for all time to think of such appointments being made. I do hope that those of us who are left who are true Conservatives will get down to some real system of organization as far as finances will allow.

The real Conservatives throughout this Province, to give you my very best opinion as far as I am able to judge, will not rally under any other banner except a Conservative one. It is a by-word with all true Conservatives that under the regime of the Union Government and the hybrid name of National Liberal and Conservative party, that the true Conservatives received no consideration whatever and that the heads of the party catered to Grits and nothing else. Do not think for a moment that I am a sorehead but I do think the worse judgment in the world has been used by our supposed friends in the past.

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051642

I hope that we will get down to some action in the real cause for which I at least have fought for all my life, and that we may learn a lesson from the Liberals, viz., to look after our own true friends in the future, which I think would do more to cement the party together than anything else.

Truly yours,

W. S. Clements

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CANADA

My desk

051643

Sherbrooke

Jan. 28th 1922

Hon. Arthur Meighen,
Ottawa,

Dear Sir:

I trust the shock of receiving a short note of congratulation from one who is a native of Guysboro county will have no bad effect.

I thought it my duty to drop you a few lines wishing you the best of success and in the near future the position which in my mind you have only vacated for a time. I live in Sherbrooke and have always like my father before me been a firm believer in the principles of the Conservative Party and trust that it will be once more re-organized and that all will work in unison for the good of the party and the country as well.

When R. L. Borden was elected in Halifax I was then Manager of the Boston and Goldenville Gold Mining Co at Sheets Point N.S. Co and it was the vote of men employed by our company that

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gave him his election.
Little did I dream he would cater to the Grits and let them monopolize and run the patronage of the whole Province
up to the day of the last election the Liberals worked every government position their followers held (and they had many) to detriment of the Conservative party and succeeded in landing it on the rocks. The notorious John N Sinclair (Ex M.P.) had the patronage of our County and it made one sick to see that the d— Grits had all the Government influence which was supposed to protect it's own supporters and not discriminate in favour of Liberals
It is my earnest prayer that such occurences will be a thing of the past and I sincerely hope that in the near future you will be once more at the Head of affairs and that the best interests of the Conservative Party and good Government will be identical
In our end of the county (i.e the Municipality of St Marys) we did our best for Walter McNeil but Expert organization by our John McLeod and Hale, of Ambrosia who ignored our association and Ex. Com. for the Municipality of St Marys

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(3)

and took into his confidence unreliable Liberal turncoats and grafters and who with himself spent an hour of war in a drunken debatch in antagonism which lasted till after the election was over when bills came in the expert organization and funds were not in evidence and things were and are in a bad way.

I enclose a letter I had from Mr McNeil

I am going to re-organize the Municipality of St. Marys for satisfaction and if any wise Guy and d- fools butt in again and attempt to make another such muddle there will be something doing

We want reliable men and systematic methods introduced in order to get the best results.

Again wishing you the success and the loyal support of all lovers of good Government

Yours Sincerely

Norman N. Macdonald
Ch. E. Committee

Sherbrooke
Guys. Co
N.S.

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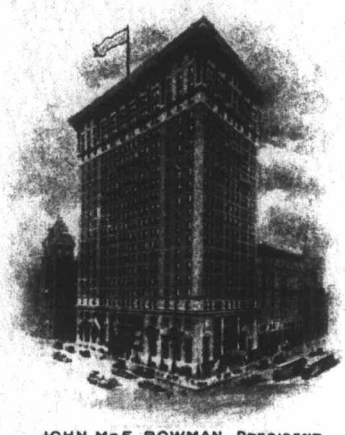
051646



JOHN McE. BOWMAN, PRESIDENT
JAMES WOODS, VICE PRESIDENT

HOTEL BELMONT

FORTY-SECOND STREET AND PARK AVENUE
NEW YORK

January 28/22

Hon Arthur Meighen M.P.
House of Commons
Ottawa. Ont

Dear Mr Meighen

Permit me to offer you congratulations on your splendid Victory. I regret that our own City of Vancouver has not the honor, so much deserved.

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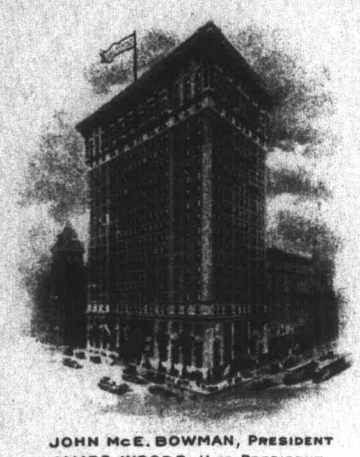

HOTEL BELMONT

FORTY-SECOND STREET AND PARK AVENUE

NEW YORK

JOHN McE. BOWMAN, PRESIDENT
JAMES WOODS, VICE PRESIDENT

2

The admiration and esteem which your Friends in B.C. have for you, must be satisfied with having sent you the solid 3 to support you at Ottawa. The Manchester Guardian and St John N.B. Sun have voiced our sentiments.

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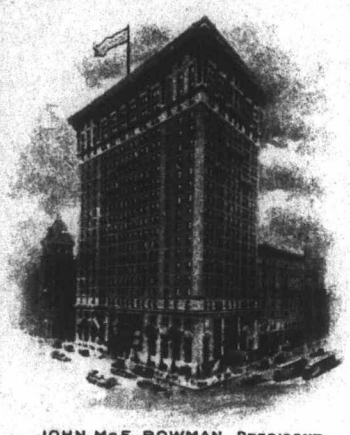
051648

CABLE ADDRESS "MONTBEL" NEW YORK

TELEPHONE MURRAY HILL 5400



HOTEL BELMONT

FORTY-SECOND STREET AND PARK AVENUE

NEW YORK

JOHN McE. BOWMAN, PRESIDENT
JAMES WOODS, VICE PRESIDENT

3

If you had been retired from Politics, your friends would have looked upon it as a "National Calamity". The "Report of Debate" is still our Champion Leader. With kindest regards & hopes for your future. Yours Faithfully

Chas. H. Law of Vancouver —

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051649

THE STEEL COMPANY OF CANADA, LIMITED

GENERAL OFFICES

IN REPLY PLEASE
REFER TO _____

HAMILTON, CANADA January 28, 1922.

Hon.Arthur Meighen,
Ottawa,
Ont.

My dear Mr.Meighen,

Just a word to express my congratulations to you and my own great satisfaction in your election in Grenville. The country needs your strong ability and constructive effort in the critical times through which we are passing, and I hope that you may be spared long to give it your much needed and valuable services.

Yours very truly,

Agnes A. Birge

Agnes A. Birge

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051 Bacon & Bathurst
"A" Toronto

THE CANADIAN BANK OF COMMERCE

Please send out 28 Sunp
from B.C. Ottawa who
Dec. writes 1922

Dear Mr O'Meighen is.
as also who is
Clerk manager
he may be
or Clerk
accountant

Very glad is
you won out with
the large majority
in Grenville, and trust
that in the not too
distant future you
will be back as
Premier.

I have now feco

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regrets being away
from Portage. A
friend in writing me
a few days ago
referred to the town
as the "disgraced city"
which I think fills
the bill. However
you still have many
warm friends there
but they could not
beat the unruly element.
Yours sincerely
D. Boyce Meighen

5 | 5 | 5

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TELEGRAM

0516

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Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

HEAD OFFICE, TORONTO, ONT. — GEO. D. PERRY, GENERAL MANAGER

DQ 11

LACHUTE QUE 11AM 28 JAN 1922

HON ARTHUR MEIGHEN 073

OTTAWA ONT

ACCEPT HEARTY CONGRATULATIONS ON YOUR SUCCESS IN WHICH MRS CHRISTIE JOINS

T. CHRISTIE

1113A

B

(i.e. including Mrs Christie)

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CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

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PETROLIA ONT JAN 28-22

RIGHT HON ARTHUR MEIGHEN MP

OTTAWA ONT

THE ARMSTRONG FAMILY AND FRIENDS REJOICE IN YOUR SPLENDID VICTORY

J E

317 P

Dear Joe
Concluding mass
A. son & daughter

05/653

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CANADA

051654

Macdonald, Craig, Tarr & Armstrong

BARRISTERS, SOLICITORS, ETC.

HON. SIR HUGH J. MACDONALD, K.C. EDGAR J. TARR
R. W. CRAIG, K.C. J. W. E. ARMSTRONG
HARLEY M. HUGHES EARLE C. POPHAM

CABLE ADDRESS: DONART

STERLING BANK BUILDING

Winnipeg, Canada.

IN YOUR REPLY PLEASE QUOTE
No.

File

January 28, 1922.

The Right Honorable Arthur Meighen, K.C.,
Ottawa, Ontario.

My dear Mr. Meighen:

I telegraphed you my congratulations yesterday morning but although I know that you must be simply deluged with letters I cannot refrain from writing to tell you what a weight was taken off my mind when I learned from the Free Press that you had been safely returned for Grenville, for I was very much afraid that you might be defeated by a junction of the members of the Liberal and Progressive parties. The victory was a personal rather than a party one for so far as I can see you won it off your own bat with very little assistance from the rest of the eleven. Of course I may be mistaken in saying that as I am so far removed from the scene of action that I do not know what is going on beneath the surface and it is quite possible that you did not desire, you certainly did not require - outside assistance. However this may be your victory is a triumph and is of immense importance to the country. From the time I recognized that in you a new star had appeared on the political firmament I followed your course with great interest and consequently I was immensely pleased on grounds personal to yourself at your success but I was still more delighted on public grounds as during the last general election Mackenzie King's conduct was so shifty and he steered so clear of committing himself to any definite policy that I felt and feel that it is of the utmost importance that the opposition should be led by a man of marked ability, sterling honesty, good judgment and great debating powers so that he might be kept, to a great extent at least, from wandering far from the straight and narrow path. You are the man, and the

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Macdonald, Craig, Tarr & Armstrong

BARRISTERS, SOLICITORS, ETC.

HON. SIR HUGH J. MACDONALD, K.C. EDGAR J. TARR
R. W. CRAIG, K.C. J. W. E. ARMSTRONG
HARLEY M. HUGHES EARLE C. POPHAM

CABLE ADDRESS: DONART

STERLING BANK BUILDING

Winnipeg, Canada.

IN YOUR REPLY PLEASE QUOTE
No.

January 28, 1922.

Rt. Hon. Arthur Meighen - 2

only man in sight at present who can "fill the bill" and now that I know you will occupy a seat in the House of Commons when Parliament meets, I look forward to its proceedings with much more interest than I would have if I felt that the government would have no one on the opposition benches to call them to account.

Hoping that the heavy work you had to do during the recent contest coming immediately on top of the tremendous efforts you made during the general election has not affected your health and with kind regards and best wishes for the future, I remain

Yours very sincerely

Hugh J. Macdonald

HJM:ML

P.S. Although I could not refrain from sending you this letter I don't expect an answer to it. H.J.M.

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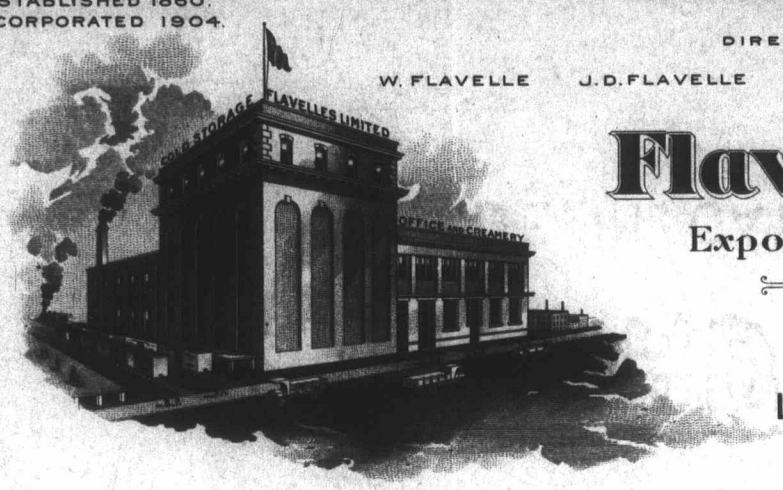
W. FLAVELLE J.D. FLAVELLE H.S. JOHNSTON W.B. SPARLING

051656



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Jan.28/22.

Honorable Arthur E.Meighen,
Ottawa.Ont.

Dear Mr. Meighen.-

Congratulations, both from a public standpoint as well as to you, personally. Whether in power or out of it, your Country needs just such men as yourself.

You inherited an adverse sentiment in the G.E. for which you were in no sense responsible, but the hope of the great wing of the Conservative party, was that your own personal campaign would have carried you through successfully, but it seems it was to have been otherwise.

Yours very truly,

W Flavelle

WF/HEM.

P.S. This does not call for a reply
W.F.

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051657

LE SÉNAT CANADA

Ottawa, Jan. 28th 1927

The Right Hon. Arthur Meighen
Highland Pines Hotel.
Southern Pines
North Carolina.

Dear Mr. Meighen.

Were it not to comply with your own request I would write only to congratulate you on your recent victory which means so much to our party and to the Country, and I would withold the enclosed until your return home.

It is only a rough cast, and the dates of the quotations, as you will see, read up from end to beginning of each month, in the way the newspaper files are made, but when I noticed this shabby feature it was too late to correct it without loss of time, as I have no help just now.

Before sorting these extracts from "Le Soleil", I went as carefully as possible through the columns of "Le Canada" for the same period and I ascertained that they approximately covered the same lines in both Papers.

The lengthy speeches of Sir Lomer and his lieutenants, which I presume you yourself read at the time they were made, were discarded, except for a few peculiar sentences, as they seem to be on the same general lines followed by the liberal leaders in the rest of the Country; - but I will have them sorted and copied if you so desire.

Those

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LE SÉNAT
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Those quotations sufficiently show what an ugly picture picture the liberals drew of us before the Quebec audiences, and the apparent good reasons the people were given to turn against us.

That these attacks should have found a propitious atmosphere there is no wonder when one thinks of the complete lack of effective organisation in our ranks, which for years and years left a free field to our opponents. When practically for over twenty years there has been no effective Press to answer the daily attacks of a score of ennemy newspapers, the opinion becomes so strong that no human voice can be effective and a last minute organisation is powerless.

Add to such a situation the two underlying currents in the public opinion, one among the Montreal Financiers, (mostly English speaking), made of ill feeling against what they term the Toronto influence, and the other one consisting of the dissatisfaction of the French Canadian Element with Ontario and the Western Provinces where school and language questions came to the forefront in the past, and you will have I think the reason why our defeat was made so complete. That general ill feeling of my compatriots was easily turned against our party by the liberals in using lavishly the too many and too indiscrete utterances of some of our friends both inside and outside the Houses of Parliament. My quotations contain some samples of those insane utterances which should be tolerated

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LE SÉNAT CANADA

no longer and for no consideration in our ranks.

Not all the people, in Quebec, believed in the sincerity of these appeals or in the truth of half the charges made against us, - far from it; - but the name of "The Solid Bloc" and its meaning against the Grits in other Provinces, was the magic word which appealed to all, and which blended together all the elements of the Province whatever their differences of opinions on the other political questions.

Is not there in that fact an indirect and more substantial victory for the nationalism of Bourassa than for the very materialistic policy of Sir Lomer? Time will tell when the people see delay or inevitable failure to redress their vague grievances, and Sir Lomer may soon find out that the hen's nest is full of duck's eggs. -

Personally you have made a profound impression in the minds of the Quebec people and many are those who openly expressed the regret that you had to carry a load which no word or action of yours contributed to create. Your wondefully bright, brave and clean defence of yourself and your Government created a feeling of admiration and good will which will endure and grow whilst the tempest of passions is doomed to soon blow over.

I cannot resist the temptation to enclose one of the letters

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051660

which I lately received and which speaks in the same way as many others. Mr. Desroches was our candidate in Champlain and he represents surely the opinion of all our candidates in Quebec. I leave his letter as it is knowing that you will easily understand the french in which it is written.

I remain at your disposition for whatever service you may think I can render you.

Very truly yours,

P. E. Blondin

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A. L. DAVIDSON
BARRISTER, ETC.
MIDDLETON, N. S.

051661

File

January 28th '22

Right Honourable Arthur Meighen. M.P.
Ottawa.

Dear Mr Meighen;-

Please accept my heartiest congratulations upon your splendid victory of Thursday. There is such an element of uncertainty in elections these days that your friends here felt a certain amount of uneasiness until the results were learned. From now on we should have pretty plain sailing and I look for our fortunes to steadily improve. The liberals in this province are expecting a wholesale dismissal of government officers and if this is not brought about speedily they will become a pack of ravenous wolves. Of course our party both in the Commons and in the Senate will guard the Civil Service Act as the Ark of the Covenant.

Would it be good policy to oppose the election of Lemieux as Speaker and insist upon an observance of the time honoured practice of promoting the deputy. I should think the progressives would almost have to back you in such a move or if not be more or less embarassed.

Since receiving your letter I have consulted several of our defeated candidates in this province and I think the most of them would attend a caucus in Ottawa if you regarded it as desirable. I would endeavor to do so. If you are to call a general convention next summer however it would mean some inconvenience to attend both. As a general thing I have very little confidence in national party conventions but in this case where its decisions would be pretty well understood in

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A. L. DAVIDSON
BARRISTER, ETC.
MIDDLETON, N. S.

051662

advance it might be wise for the sake of appearances. I hope the newspaper reports to the effect that you were uncertain about accepting the position of permanent leader, are not to be taken seriously. It seems to me that our party's fortunes are entirely bound up with you and if you should fail us the result would be disastrous.

Yours loyally,

A L Davidson

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051663

My dear
Gen.

January 29th 1922

Dear Mr. Meighen,

I am greatly obliged for your letter giving me authoritative information regarding the sign of St Gabriel's which you appointed. It was such a kind of you to tell me, and indeed I am honoured by your letter. Besides ~~that~~, some you thanks for a useful lesson. You saw, of course, that I had been too quick in granted Mr. Young

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2/ ~~Mr. Meighen~~ was correct when he stated ~~that~~ you had followed Sir Robert Borden in fixing the size of your Cabinet. I hope ~~that~~ I shall not forget again to verify references! One would have imagined ~~that~~ such a ~~statement~~ might be regarded as accurate. However, ~~that~~ is ~~that~~. It was extremely thoughtful and considerate of you to tell me.

Grenville is a fortunate constituency. I had hoped ~~that~~ just possibly you would take a seat in Toronto. We would have been so proud to have you. But politically, I am sure it was much wiser not to take a city constituency, especially not here, although we would have liked

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3 so much to have you. 051665

I am delighted to see by the newspapers ~~that~~ you have gone South for a holiday - all too brief. Could you not manage to stay longer? The Ivorian Conservative Association of Toronto are planning to have a dinner in February at which they hope you may be present. But much as one would be pleased to see you there, I would be even better pleased if you would prolong your holiday. It is no exaggeration to say ~~that~~ no political leader in Canada has ever worked harder. I believe ~~that~~ no other leader has ever spent himself in the same degree. It is greatly in our interest ~~that~~ you should give yourself proper rest.

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4/ You are good enough to be interested in the Mail and Empire articles, and may therefore care to know from time to time of the response they bring. It is really very encouraging to know how many people are reading them. The kind things they say are always astonishing to me. The article on Immigration, Jan. 21st, was spoken of highly in an address before the Women's Conservative Association here, and the members were urged to read the articles every week. The President of the National Council of Women, Mrs. Sanford, telephoned down from Hamilton for a copy,

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Sir wishing to bring the subject before their Executive. Both these happenings were good. I am enclosing a letter for you to read - a very kind letter from St. John. I do not know the writer, but it was good of him to take the trouble. We are both Presbyterians (Mr. Meighen & I), so you can imagine how I smiled over the comparison with the Shorter Catechism! how I must stop at once blowing a trumpet!

Some day I hope to have the opportunity to place before you the special knowledge I have regarding women's rights and policies. It should be useful.

Meanwhile, I am so very glad you are on a holiday. Thank you again for your letter. With kind regards.

Sincerely Marjory MacMurchy

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051668

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Some reply as to Hon W. F. Bowser

YOUR FILE NO. OUR NO. 31st. January, 1922.

The Rt. Hon. Arthur Meighen, Esq., K.C.,M.P.,
Parliament Buildings,
Ottawa, Ont.

Dear Arthur:-

I am indeed glad to see that you won out in Glenville and that you will continue to sit in the House of Commons. I understand that nothing very contentious will come up at the next Session of the House. Have you considered the advisability of calling a general convention to meet in Ottawa during the Session? It seems to me that some move should be made to get the forces lined up so that there will be backing for the criticism that we expect you will bring to bear upon the new administration.

With continued good wishes, I am,

Yours faithfully,

Theo A Hunt

TAH/N.

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(Translation)

St.John,Que.31st of January,1922.

Dear Mr.Meighen;-

In reply to yours of the 16th. December last,the electoral campaign was made upon the subject of conscription and rather by a gang of bawlers who were organized in view of preventing the speakers from being heard,as you will see in that page of the weekly paper (Le Canada Français) which you will find enclosed.

I avail myself of the opportunity offered me to congratulate you most sincerely upon the success of your election in Grenville,as I will frankly admit that after reading our newspapers,I was not sure at all as to the result;but now that all fears have vanished,I dare hope that future will be most favourable to us.

I have the honour to be,Sir,

Yours very truly,

(Signed) Victor Mailloux of V.Mailloux &Fils,Ltée.

Right Honourable Arthur Meighen,

Ottawa,Ont.

051669

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UNE DES PLUS GRANDES PLANTATIONS DE LA PROVINCE. Commandes par la malle exécutées avec promptitude.

051570

Saint-Jean, P. Q., 31 Janvier. 1922 19

Cherm ~~Cher~~ Mons Meighen

En réponse a la vôtre du 16 Decembre dernier la campagne électorale c'est fait sur le sujet de la conscription et plutôt par une bande criard organisé pour empécher de parler les orateurs comme vous pourrez le voir par la page du journal ebdomadaire (Le Canada. Français) que j'inclu dans ce pli.

Je profite de l'occasion pour vous offrir mes sincères félicitationde votre sucès pour votre élection dans Genville car je vous avourez frachement que d'après le rapport de nos journaux j'ai éprouvé des craintes sérieuxes sur le resultat mais a present tout est dissipéet j'ose espéré que l'avenir nous sera des plus favorable.

En attendant je me souscris

Votre très dévoué

Victor Mailloux De V. Mailloux & Fils Ltée

Très Honorable Arthur Meighen

Ottawa. Ont.

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UN PEU DE COURTOISIE

Avec la masse des électeurs et particulièrement des citoyens de Saint-Jean, nous ne pouvons que déplorer les scènes disgracieuses qui se sont déroulées mardi après-midi, lors de la mise en nomination des candidats à l'élection parlementaire du 6 décembre. On sait qu'un groupe de tapageurs ont empêché les orateurs du candidat Meighen de parler et que ces derniers ont dû abandonner l'assemblée. Nous sommes convaincu que le candidat libéral n'approuve pas ces manoeuvres, parce qu'elles sont totalement antilibérales et antidémocratiques. Le parti libéral qui est par excellence le parti de la liberté, a toujours combattu pour la liberté de parole aussi bien que pour la liberté de pensée et d'action. C'est faire injure à ce parti, que de vouloir priver ses adversaires de l'occasion de s'exprimer en public. Il est certain que mardi, la presque totalité des assistants à l'assemblée eussent été heureux d'entendre le candidat conservateur et ses amis, pour ensuite mieux goûter la réplique de la part des amis du candidat libéral. Par la faute d'un tout petit groupe, la population de Saint-Jean est exposée à perdre, aux yeux des étrangers, sa réputation de population courtoise et amie de la justice, et c'est infiniment injuste pour elle. Espérons que si, au cours de la campagne, d'autres assemblées contradictoires ont lieu, soit dans les villes, soit dans les campagnes, de pareilles scènes disgracieuses ne se produiront plus.

M. Mailloux, candidat conservateur, est l'orateur suivant et il est accueilli plutôt froidement. Il déclare qu'il se présente comme conservateur-indépendant. Dans son programme, il dit qu'il sera toujours contre la participation du Canada aux guerres de l'Empire, en faveur de la protection qui est d'après lui indispensable à la prospérité du pays; s'il est élu, il demandera l'aide du gouvernement fédéral pour la canalisation de la rivière Bernier dans la direction du Richelieu, et il demandera encore l'établissement d'une station expérimentale pour le tabac. Pour l'entretien des chemins, il demandera l'aide du gouvernement fédéral. L'énoncé de ce programme, il fallait être sur l'estrade et bien près de l'orateur pour l'entendre et comprendre, car certains tapageurs faisaient un cahut d'enfer dans la salle. Les lazzis se croisaient et à plusieurs reprises, M. Mailloux dut demander la protection des présidents. M. Demers, ses amis et les deux présidents eurent beau demander le silence, ce fut peine perdue et M. Mailloux dut renoncer à continuer son discours.

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051673

Nouvelles de Saint-Jean

NOTES SOCIALES

Mlle Joséphine Gobeille ainsi que Mme Bourassa et sa fillette, Madeleine sont de retour d'un voyage de quelques jours à Sherbrooke où elles ont visité leur soeur Mme Charles LaPrairie. Elles ont aussi visité Lennoxville, Compton et plusieurs coquettes villes environnant Sherbrooke.

— Nous apprenons avec plaisir que Mme Charles LaPrairie, de Sherbrooke, autrefois de Saint-Jean, qui a subi une grave opération est en bonne voie de guérison. Elle sera au milieu de nous prochainement.

— Mme J.-A. Sicotte de Laprairie et son fils Jules, étaient les hôtes de Mtre P.-A. Chassé, samedi dernier.

— M. et Mme Alfred Lafontaine de Hudson, Mass, passent une huitaine chez des parents et amis.

—Mlle Victoria Perrier de Montréal, était en visite dimanche dernier chez Mlle Daniel, de la rue Saint-Joseph.

Après un séjour de trois mois aux Etats-Unis, en visite chez ses parents, Mme M.-L. Lanoue, de Montréal, est revenue au milieu des siens, et elle garde le meilleur souvenir d'un si beau voyage d'agrément.

—o-o-o—

Pour les maux ordinaires et de tous les jours de l'humanité souffrante, il n'y a rien qui soit comparable au Tanlac. Armand Bourgeois.

CONGE D'ACTION DE GRACE

Le congé annuel d'actions de grâce du Canada et l'anniversaire de la signature de l'armistice seront observés cette année lundi le 7 novembre.

—o-o-o—

M. DEMERS A OTTAWA

M. Joseph Demers, candidat libéral pour Saint-Jean-Iberville, partira ce soir pour Ottawa où il va assister aux funérailles de la très regrettée veuve de sir Wilfrid Laurier.

Le service funèbre sera chanté en l'église du Sacré-Coeur d'Ottawa et les restes mortels seront déposés à côté de ceux de l'illustre et immortel chef du parti libéral canadien.

—o-o-o—

LA VIE PLUS CHERE

M. A.-R. Mosher, président des Cheminots canadiens, critique les statistiques fournies mensuellement par le ministère du Travail sur le coût de la vie en Canada. Il dit que les chiffres donnés ne représentent pas ce que dépense une famille de cinq personnes par semaine, la dépense exacte est beaucoup plus élevée. L'augmentation doit être au moins de $4. par semaine sur le chiffre officiel.

UNE MORT IMPREVUE

la mort soudaine de Mlle Dolorès Duval, autrefois de Saint-Jean et demeurant en ces derniers temps à Saint-Albans, Vermont. La famille de feu Mlle Duval est bien connue en cette ville. Les funérailles de la défunte auront lieu vendredi, demain, à Saint-Albans.

L'ENREGISTREMENT DES ELECTEURS

Nous croyons devoir rappeler à nos amis, que l'enregistrement des électeurs, en vue des élections prochaines, se fait cette semaine et se terminera lundi prochain, le 7 courant. Cet enregistrement doit se faire chez les régistrateurs nommés par l'officier-rapporteur.

Les bureaux d'enregistrement sont situés à 41 rue Saint-Jacques, et 36 rue Duchesne.

—o-o-o—

CONCERT DESCARRIES

Un grand concert sera donné mercredi, le 9 novembre, au Thuotoscope, rue Richelieu, par M. Auguste Descarries, prix d'Europe accompagnateur de M. Edmond Clément. M. Descarries sera assisté par Mlle Marie-Rose Descarries, soprano, et M. J.-Arthur Mitchell, basse profonde, élève de Jean de Reske, soliste des concerts Colonne et Lamoureux de Paris. Admission: $1.00, 75c et 50c.

—o-o-o—

LA FOURNAISE FAWCETT

Ceux qui ont fait l'expérience des nouvelles fournaises à air chaud et sans tuyau en sont extrêmement satisfaits et ils recommandent le nouvel appareil à leurs amis et connaissances. C'est en effet un grand avantage de posséder semblable appareil que l'on chauffe indifféremment au bois ou au charbon et qui n'offre pas les inconvénients de répandre dans la maison, la poussière inévitable des anciennes fournaises. La fournaise Fawcette est supérieure à toutes autres et est entièrement garantie par les vendeurs. L'agent pour la fournaise Fawcett sans tuyau, à Saint-Jean, est M. Auguste Tanguay, rue Richelieu.

THEATRE IMPERIAL

C'est le nom que portera à l'avenir l'ancien Thuotoscope. En effet ce théâtre si populaire vient de changer de main en même temps qu'il change de nom. M. Thuot a cédé par bail pour un terme de cinq ans, son théâtre à MM. Burpee & West, ces derniers obtenant en même temps une option d'achat. M. West, l'un des nouveaux directeur du théâtre est l'ancien gérant de la Fox Film Co. et a une expérience de 18 années dans les affaires de cinématographie. C'est dire qu'il est très expérimenté et qu'il saura fournir au public de Saint-Jean, des programmes qui sauront l'intéresser. On annonce que les programmes au Théâtre Impérial, changeront quatre fois la semaine et qu'on y donnera les vues les meilleures et les plus récentes.

NAISSANCES

M. et Mme Elphège Bélanger née Annette Lanoue font part à leurs parents et amis, de la naissance d'un fils, baptisé le 19 octobre, sous les prénoms de Joseph-Adélard-Roland. Parrain et marraine, M. et Mme A. Bélanger grands-parents de l'enfant. Porteuse Mme M.-L. Lanoue grand'-mère du nouveau-né.

M. Adrien Bachand et Mme Bachand (née Germaine Richard), de New Bedford, Mass., font part à leurs parents et amis, de la naissance d'une fille, le 10 octobre, qui a reçu au baptême les prénoms de Marie-Juliette-Rachel. Parrain et marraine, M. et Mme Oliva Richard, grands-parents de l'enfant.

—Le 30 courant, a été baptisé Victor-Raoul, enfant de Léopold Choquette et d'Anna Dalpé. Parrain: René Tremblay; marraine, Cécile Dalpé.

RESULTAT D'UN EUCHRE

Mme Eugène Bessette, organisatrice de l'euchre récemment tenu au profit de l'Hôpital-Général des Drs. Chevalier et Sabourin, remercie toutes les personnes qui ont contribué au succès de la soirée, La recette nette de l'euchre a donné $250. somme qui sera versée dans la caisse des dames patronnesses.

Le 9 courant, mercredi prochain, aura lieu une assemblée spéciale du comité des dames patronnesses, pour affaires importantes.

—o-o-o—

EN RESPECT POUR NOS GRANDS MORTS

Conformément à une requête du gouvernement impérial, une proclamation a été lancée demandant à tous les Canadiens d'observer le silence pendant deux minutes, à 11 heures du matin, le 11 novembre, anniversaire de la signature de l'armistice, en signe de respect pour les soldats morts au champ d'honneur. Les trains, les navires cesseront de circuler et tout le travail sera suspendu pendant deux minutes, non seulement en Canada, mais dans tout l'empire britannique.

—o-o-o—

D'AUTRES MENESTRELS

Une seconde troupe de menestrels nous visitera lundi prochain et celle-là est bien connue ici pour y avoir donné, dans le passé, plusieurs représentations qui ont laissé le meilleur des souvenirs. C'est la troupe fameuse des Guy Brothers qui est annoncée, troupe améliorée au point de vue des chanteurs qui sont des meilleurs, comme au point de vue de la fanfare. Le public qui assistera aux représentations de lundi prochain, peut être certain d'en avoir pour son argent. Qu'on ne manque pas d'entendre les musiciens à la parade de midi, lundi prochain.

M. OSCAR THUOT SE RETIRE

On a pu lire déjà dans cette même édition, que M. Oscar Thuot vient de passer en d'autres mains, le théâtre Thuotoscope qu'il exploitait depuis 15 ans, et où la population de Saint-Jean a passé des soirées des plus amusantes et très souvent instructives. En disant adieu au théâtre pour embrasser une autre occupation, M. Thuot désire offrir publiquement ses remerciements au public qui ne lui a jamais ménagé sa sympathie et son encouragement, parce qu'il a toujours fait tous ses efforts pour lui donner satisfaction.

—o-o-o—

LA FETE DE LA TOUSSAINT

La fête de la Toussaint a été comme par le passé, célébrée avec beaucoup d'éclat, dans nos églises. Il est malheureux de constater, toutefois, que le nombre des fidèles se fait de plus en plus restreint aux offices des fêtes d'obligation. On se souvient encore des critiques qui se firent jour, lorsque l'Eglise décréta l'abolition de certaines fêtes d'obligation. On n'a jamais entendu de plaintes contre les jours de chômage civils. Il semble que l'on montre plus d'empressement à chômer les fêtes profanes que les fêtes religieuses. Elles n'ont cependant pas la même valeur, etil suffirait sans doute de signifier aux patrons, que ces jours sont d'observance obligatoire, pour qu'ils consentissent à fermer leurs portes, surtout en ce temps où il y a si peu d'activité industrielle. N'oublions pas que chaque concession faite aux dépens des choses de notre foi, nous fait baisser dans l'estime des gens qui pensent autrement que nous, mais qui pensent avec sincérité.

UNE FIRME PASSA

La firme M. G. Graham & Cie., de courtage en obligations, établie à Montréal depuis quelque temps, décidait, l'autre jour, d'ouvrir un bureau en notre ville. On avait retenu les services d'un gérant d'ici, arrêté un local; et au moment annoncé d'en ouvrir les portes, voilà qu'on les ferme à double tour. On nous informe que le bureau de Montréal est abandonné. En passant ici, ces yankees ont créé une perturbation regrettable.

Il ont fait beaucoup de mal et n'ont fait aucun bien. Apprendrons-nous enfin une fois pour toutes, à nous méfier de ces américains habiles sans aucun doute, mais hâbleurs et plongeurs à nul autre pareils.

Les Graham & Cie. sont retournés à Chicago, pays du lard salé, leur patrie.

—o-o-o—

Faites disparaître cette terrible insomnie qui vous torture toutes les nuits. Faites en sorte que votre sommeil soit paisible et réparateur. Le Tanlac vous le donnera. Armand Bourgeois.

SOYONS TOUS SUR LES LISTES

Les femmes et les filles âgées de 21 ans et plus, n'ont plus que d'ici à lundi soir prochain pour s'inscrire aux listes électorales, et elles se doivent de ne pas demeurer indifférentes au mouvement qui est si bien lancé dans le comté de Saint-Jean-Iberville. Il y a plus d'importance qu'on ne semble en attacher à l'inscription; et les femmes et les filles intéressées ne devraient pas manquer d'assister aux assemblées tenues pour elles, dans la salle du conseil de ville, et où on leur explique la nécessité de voter et la manière de le faire efficacement. Fréquentez ces assemblées et vous serez convaincues.

L'importance pour les hommes, de s'inscrire aux listes, n'est pas moindre que pour les femmes. Chacun devra donc voir à ce que son nom soit sur la liste et, s'il n'y est pas déjà, à ce qu'il y soit pour le jour de la votation. Le moment est solennel; il s'agit de renverser le gouvernement despotique de Meighen qui, depuis trop longtemps déjà, nous traite comme des étrangers dans notre propre pays. Quels sont ceux ou celles qui ne sont pas prêts à donner le coup d'épaule décisif? Jusqu'ici, plusieurs centaines d'électrices se sont déjà inscrites.

—o-o-o—

VOL D'AUTOMOBILE

Les vols d'autos se multiplient, dans nos parages, depuis quelque temps. Le dernier en date est celui commis dimanche dernier, à Saint-Luc. M. Morin, épicier en cette ville, à l'ancien poste de M. Chartier, était allé passer la soirée chez des amis, à Saint-Luc, et il avait remisé son auto tout près de la maison où il était reçu. Quelle ne fut pas sa surprise, en quittant ses hôtes, de ne pas retrouver sa voiture. Il s'enquit dans les environs, aidé de ses amis, et on lui apprit qu'une auto venait d'être vue à une distance d'environ un demi-mille et renversée dans un fossé. M. Morin se rendit au lieu indiqué et trouva en effet sa machine dans un piteux état. Comme lui et ses amis approchaient de la voiture, ils virent deux jeunes gens qui s'en éloignaient avec empressement. Ils ne purent les reconnaître, mais ils trouvèrent dans la voiture, une casquette appartenant à l'un de ceux qui se sauvaient. Revenu en ville, M. Morin fit rapport au chef Turgeon qui mit immédiatement ses hommes en campagne et ils ne tardèrent pas à retracer les deux jeunes gens de l'auto, contre qui des mandats ont été émanés. Les deux inculpés comparaîtront devant le magistrat de police.

—o-o-o—

FETE ANNIVERSAIRE

Samedi, le 29 octobre, se réunissaient un grand nombre de parents et d'amis, chez M. Edmond Daunais, pour fêter le vingtième anniversaire de naissance de Mlle Lucina Daunais.

Des remerciements sont offerts de la part de toute la famille, à ceux qui ont bien voulu organiser cette fête: à MM. Arthur Lussier et Donat Lussier et Mlle Laurette Daunais et ainsi qu'à ceux qui ont souscrit pour présenter un magnifique cadeau. L'adresse fut lue par M. Arthur Lussier et le cadeau présenté par Mlle Laurette Daunais. Parmi ceux qui prirent part à la fête, on remarquait: M. et Mme Ed. Daunais, M. et Mme J. Lavoie, M. et Mme W. Demers, Mme J. Girard, Mme F. Dussault, Mme Boudreau, Mme Rancourt, M. et Mme A. Labonté, M. et Mme G. Dégrace, M. et Mme L. Power, M. et Mme E. Breault, M. et Mme J. Lavoie, M. et Mme O. Lavoie, M. et Mme A. Lavoie, M. et Mme J. Lemaire, M. et Mme J. Grenier M. et Mme P. Cloutier, M. et A. Lavoie, Mlle E. Marsan, Mlle E. Lavoie, M. R. Alexandre, Mlle E. Lanciault, M. W. Alexandre, Mlle E. Alexandre, Mlle J. Alexandre, M. S. Rancourt, Mlle M. Rancourt, M. J. Rancourt, Mlle D. Rancourt, M. A. Labonté, Mlle H. Lafaille, Mlle R. Labonté, M. J. Bugeault, Mlle P. Hébert, M. Y. Hébert, M. P. Crevier, Mlle L. Finley, Melle M. Samolsette, Mlle J. Boudreau, Mlle A. Boudreau, M. A. Monette, M. A. Bélanger, M. E. Terriault, M. E. Lebert, Mlle Lebert, M. O. Lussier. On ne se retira qu'au lever du jour, après avoir passé une nuit des plus amusante et emportant un beau et bon souvenir de cette fête.

(Communiqué).

—o-o-o—

EMPLOI DU FER EN MEDECINE

Le fer est connu depuis des milliers d'années. Au temps des Pharaons on savait le travailler dans des fours pour en faire de l'acier.

Son emploi en médecine remonte également à la plus haute antiquité. Il entre dans la constitution de la croûte terrestre dans la proportion d'environ 5%.

Le fer fixe l'oxigène de l'air sur les globules sanguins, dans le phénomène de l'hermatose en les transformant en albunimate et en herno globine. En d'autres termes le fer transforme les globules blancs en globules rouges par la fixation de l'oxygène qui est ainsi transporté par le sang dans toutes les parties des tissus de l'organisme. C'est dans l'alimentation que nous puisons journellement les quelques centigrammes de fer qui sont nécessaires pour maintenir constant les 7 grammes environ de ce métal que renferme le corps d'un adulte.

Pour que le fer puisse agir, il faut qu'il soit absorbé et pour qu'il soit absorbé il faut l'associer aux matières qui le rendent assimilable.

Donc la première condition que doit remplir un médicament ferrugineux, c'est de se rapprocher le plus possible du fer de l'organisme où des aliments. C'est pourquoi le Dr Daigneault n'emploie que des sels de fer parfaitement assimilables dans ses préparations toniques, ce qui donne le maximum d'effet comme reconstituant du sang de tout l'organisme.

Les personnes atteintes d'anémie, pauvreté du sang et faiblesse générale sont invitées à aller consulter le Dr. Daigneault afin d'avoir ce qu'il y a de mieux pour renforcir leurs nerfs et leur sang.

Saint-Jean, Qué
26 rue Longueuil: Téléphone 147.

—o-o-o—

LE VOTE DES FEMMES

L'assemblée de dames et jeunes filles, convoquée vendredi dernier au Thuotoscope, par M. Joseph Demers M.P., a été un gros succès. Au premier appel on a réuni 214 personnes et cela a dépassé l'attente générale. M. Joseph Demers a remercié ces dames comme il convenait, puis, après leur avoir avoué qu'en principe il est opposé à leur émission dans la politiques, il les invite à exercer le devoir de vote qui leur est maintenant accordé, leur donnent les raisons pour lesquelles elles doivent voter et en très grand nombre. M. Demers a été éloquent et persuasif, à preuve les applaudissements qui ont à maintes reprises souligné ses déclarations.

M. Irénée Vautrin, M.P.P., pour Saint-Jacques de Montréal, a lui aussi dit pourquoi il est important pour les jeunes canadiennes-françaises de Québec de voter et il a fait en résumé le procès du gouvernement Meighen qu'il faut à tout prix déloger du pouvoir, et remplacer par un gouvernement libéral qui seul peut sauver le pays.

M. Stanislas Poulin a ensuite indiqué à ses auditrices la manière de voter, puis il a proposé la formation d'un comité qui s'occupera de l'inscription des électrices et fera aussi leur éducation politique d'ici le jour de la votation. Ce comité dont Mme Joseph Demers est la présidente honoraire, est composé des personnes dont les noms suivent: Mmes Antoine Lacoste, Philbert Contant, Stanislas Poulin, Arthur Camaraire, Charles Romeau, H. Martial, Henri Bernard, J.-H. Lanctôt, F.-B. Latour, Dollard Lord, Martial Rhéaume, Henri Claproud, P.-A. Chassé, Leslie Deland, A.-J. Wight, Victor Cusson, Charles Frédette, Oscar Thuot, Félix Moreau, John Bessette, Gélineau, Degagné, Amédée Gauthier, Edouard Ménard, Delphis Gervais, Gédéon Frédette, Fortunat McNulty, Mlles Anita Deland, Ella Dixon, A. Beauvais, Bourdeau, Towner, Comtois, Eva Chagnon et Antoinette Goyette. Ce comité qui a pouvoir de s'adjoindre d'autres membres, se réunira certains jours de chaque semaine, dans la salle du conseil à l'hôtel de ville, pour recevoir les rapports de chacune. Il y a de l'enthousiasme chez les femmes et, s'il y a votation dans Saint-Jean-Iberville (ce qui est moins que probable), le vote féminin sera très considérable.

—o-o-o—

LES FETES DE NOTRE DAME

Les fêtes de charité qui ont eu lieu la semaine dernière à Notre-Dame Auxiliatrice, ont remporté un magnifique succès capable de satisfaire même les plus exigeants, surtout dans les circonstances où elles ont eu lieu.

Personne n'ignore que le public a été à plusieurs reprises, au cours de cette année, mis à contribution pour diverses fins. On sait aussi que l'activité est très ralantie dans l'industrie et que le chômage se fait déjà cruellement sentir dans plus d'un foyer où régnait naguère une aisance relative. Pour toutes ces raisons, on pouvait craindre que l'oeuvre de la construction d'une église, ne reçut pas tout l'encouragement désiré et mérité. Mais les moins pessimistes mêmes sont étonnés du résultat, la recette à ce jour dépassant $1200. Aussi M. le curé P.-D. Labrèche est-il reconnaissant envers le public de sa paroisse et d'ailleurs. Il désire par conséquent offrir ses remerciements à tous, mais particulièrement à MM. les marchands et autres donateurs, aux organisateurs et organisatrices des fêtes, aux zélatrices, à la famille Daniel dont la musique orchestrale a été si fort appréciée, aux chanteurs et chanteuses, choristes et solistes, accompagnateurs et accompagnatrices, et aux personnes généreuses qui ont encouragé l'oeuvre du bazar.

Voici la liste des heureux gagnants au euchre de jeudi dernier, de la paroisse Notre-Dame: 1er prix des dames gagné par Mlle Régina Côté, $2.50 en or don de Mme (Juge) D. Monet; 2ième prix: Mlle Aldama Nolin, don de Mme William Choquette; 3ième prix: Mlle Clara Fortin, don de M. Armand Bourgeois, pharmacien; 4ième prix: gagné par Mme Léopold Choquette, don de Mlle Henriette de Gagné; 5ième prix: Mlle Ida Ostiguy don de Mme H. Spénard; Prix pour Messieurs: 1er gagné par M. Charles Comtois, don de M. le curé P.-D. Labrèche, une jolie pipe; 2ième prix: M. Gabriel Giroux, $2.50 en or, don de M. le juge D. Monet; 3ième prix: M. Hormisdas Boutin, don de M. Joseph Boudreau fils, libraire; 4ième prix: M. A. Godin, don de M. Louis Dubois, marchand; 5ième prix: M. Georges Meunier, don de Mlle Degagné; Prix de consolation pour dames gagné par Mlle Jeannette Lapalme; prix de consolation pour hommes, gagné par M. Edgar Daneau.

Les divers objets mis en loterie dans le cours de la semaine ont été gagnés par les personnes suivantes: M. Louis Amyot, un "Saint-Antoine" don de Mlle Dubuc; Mlle Emma Labrèche a gagné la jolie rotissoire donnée par M. Auster Gagné; M. Frédéric Sénécal, une pipe, don de M. le curé Labrèche; Mlle Ida Bélanger, un cache-corset, don de Mme Philippe Meunier; Mme Sézarie Côté, un coussin, don de Mme Charles Payette; M. A. Charbonneau, un pot à tabac; Mlle Juliette Alexandre, un fauteuil, don de la maison Lesieur et frère; Table de fantaisie, don de la maison O. Langlois & Cie et gagné par M. Alexandre Senécal.

Nos félicitations aux gagnants et nos remerciements aux généreux donateurs.

M. JOSEPH DEMERS CANDIDAT

L'assemblée politique de samedi dernier, place de l'hôtel de ville, se composait de pas moins de 2,000 personnes dont un bon nombre de dames venues de toutes les parties des comtés de Saint-Jean et d'Iberville, et parmi lesquelles on reconnaissait des conservateurs influents d'autrefois.

L'assemblée était présidée conjointement par les députés à Québec des deux comtés réunis, MM. Dr Alexis Bouthillier et Adélard Forget. En ouvrant l'assemblée et avant de présenter les orateurs, le Dr Bouthillier remit à M. Joseph Demers, des requêtes couvertes de milliers de noms d'électeurs de Saint-Jean, demandant au député sortant d'être de nouveau candidat à la prochaine élection. M. Forget remplit ensuite le même office à la demande des électeurs d'Iberville. M. Demers s'avança alors devant la foule et fut acclamé. Il remercia les électeurs pour l'honneur qu'ils lui faisaient en lui offrant de nouveau la candidature. Il accepta ensuite, au milieu de l'enthousiasme général, promettant de faire, comme par le passé, tout son devoir dans la mesure de ses forces et de son talent. Puis il a traité des questions politiques qui passionnent présentement l'électorat. Il passe rapidement en revue l'oeuvre de Laurier, puis il attaque le gouvernement actuel dans chacun de ses actes administratifs, démontrant à l'évidence, qu'il a d'abord gouverné sans mandat, commis les actes les plus répréhensibles, déséquilibré nos finances, dilapidé le trésor public, créé une dette colossale, favorisé ses amis aux dépens de la masse des contribuables, empêché au moyen du fameux baillon les représentants du peuple d'exprimer leur opinion à la chambre, et refusé de fournir aux députés les informations auxquelles ils avaient droit, sur des demandes de subsides à voter. M. Demers, a aussi critiqué le fait que M. Meighen est allé sans mandat représenter le Canada à la conférence impériale où, selon une déclaration du premier ministre Massey, de la Nouvelle-Zélande, les Dominions se sont engagés à construire des vaisseaux de guerre pour l'Empire. M. Demers condamne cette politique et déclare que, comme libéral, il est Canadien tout court, contre les plans de guerre en Europe; que le Canada est assez grand, assez beau et assez bon pour concentrer et garder ses affections. Il prédit la défaite du gouvernement, comptant que partout au Canada comme dans Saint-Jean-Iberville, tous les électeurs canadiens feront leur devoir. M. Demers a été acclamé et son discours lui a valu de chaudes félicitations de la part des chefs du parti.

M. W.-S. Bullock M.P.P., pour Shefford, les honorables Dr. Béland et Raoul Dandurand, sénateur, ont aussi adressé la parole et n'ont pas été tendres pour le gouvernement. L'honorable Dr Béland a fait un discours magistral et il a été cinglant pour les quatre nouveaux ministres qu'il désigne comme les porteurs des coins du poêle aux funérailles politiques de M. Meighen, le 6 décembre prochain.

A la fin de l'assemblée, la foule a poussé de vigoureux hourras pour le chef libéral M. MacKenzie-King, pour le candidat et pour les présidents conjoints de cette assemblée.

—o-o-o—

LE TRAIN EXPOSITION

Le train-exposition, envoyé au Canada par le gouvernement français, est venu dans notre ville, mardi.

Cette initiative de la part de la France, démontre qu'un pays ne doit rien négliger pour donner de l'expansion à son commerce et à son industrie. La prospérité d'un pays dépend de son développement économique et ce dernier dépend à son tour des moyens mis en action pour faire connaître, pour annoncer les richesses naturelles et autres de ce pays.

L'idée lancer ainsi, à travers notre pays, une véritable exposition roulante, et des meilleures, car elle permet de mettre sous les yeux d'un acheteur possible, tous les produits, toutes les denrées, dont il a besoin. S'il est vrai que la meilleure forme de publicité est la publicité par image, à plus forte raison, la publicité d'un objet par l'objet même est encore supérieure. C'est ce qui a fait le succès de toutes les exploitations.

L'arrivée du train-exposition français dans notre ville, a réussi à attirer d'avantage l'attention des Canadiens sur la nécessité de relations commerciales plus étroites avec la France.

Il y a au moins deux raisons pour que nous achetions en France certains produits dont nous avons besoin.

La première est un intérêt purement matériel: c'est pour nous un bénéfice que d'acheter en France, à cause du bas prix de ses produits et de la facilité de paiement qu'elle nous offre.

La deuxième raison est d'ordre sentimental, pour nous qui sommes des descendants de la veille France; c'est un devoir que d'acheter des produits à notre ancienne mère, afin de l'aider à se remettre sur pieds, après cette terrible guerre qui l'a atteinte dans ses forces vitales.

Il a suffi d'une petite visite au train-exposition pour se rendre compte de l'importance de l'industrie en France. De plus, l'art français y trouve place et nous ne devons pas être indifférents à une manifestation française, quelle qu'elle soit.

Après la visite du train-exposition français, notre pays enverra, à son tour, en France, un train canadien.

D'ailleurs le train-exposition envoyé l'an passé, en France, par notre gouvernement, a remporté un succès signalé.

Superbes Manteaux en Mouton de Perse // depuis $150. jusqu'à $300.

Malgré l'augmentation récente dans les fourrures, nous sommes en mesure de vendre à meilleur marché qu'ailleurs, ayant reçu notre "Stock" avant la hausse

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Confections pour Dames aux Prix coutants,
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—o:—

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Seul gent à Saint-Jean et à Farnham.

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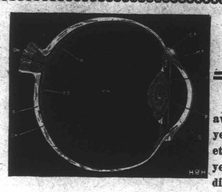

VOS YEUX

Si vous ou vos enfants avez la vue faible et que les yeux soient rouges, enflammés et qu'ils pleurent, c'est que vos yeux ont besoin de soins immédiatements, Pour cela allez chez

le Dr J. A. Daigneault

où vous êtes certain d'être guéri promptement.

26 RUE LONGUEUIL, Près de l'Eglise.

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Il vous fera plaisir d'entendre ces disques. Votre marchand "La Voix de son Maître" se fera un plaisir de vous les jouer sur un Victrola.

		No.	Pcs.	Prix
Bergère Légère (2) L'Adieu du Matin (Pianoforte acc. La Forge)	Pessard	64223	10	$1.25
Jocelyn—Berceuse (Lullaby)	Godard	64233	10	1.25
Manon—Le Rêve (The Dream) (Pianoforte acc. La Forge)	Massenet	74258	12	2.00
Rameaux, Les (The Palms)	Faure	74319	12	2.00
Roi d'Ys—Vainement, ma bien aimée! (In Vain, Beloved)	Lalo	74264	12	2.00
Werther—Lied d'Ossian (Ossian's Sang)	Massenet	64234	10	1.25
Clement et Journet				
Pearl Fishers—Au fond du temple saint (In the Temple)	Bizet	76022	12	$2.00
Clement et Farrar				
Au Clair de la Lune (In the Moonlight. (En français)	Lully	87509	10	$2.00
Mefistofele—Lontano, lontano (Away from All Strife (En italien)	Boito	89114	12	2.00
Romeo and Juliet—Ange Adorable. (Lovely Angel) (En français)	Gounod	89113	12	2.00

6 CHAMBRES D'AUDITION, chez

J. P. MEUNIER
108 rue Richelieu, Saint-Jean.

NOUVEAU RECORD.

En 1921, les Prévoyants du Canada vont réaliser leur plus grosse année d'affaires depuis leur fondation; elles sont rares les institutions qui peuvent se vanter d'un record semblable.

Le Tanlac est purement végétal. Il est fait de racines, d'herbes et d'écorces connues de la science pour leurs qualités bienfaisantes. Armand Bourgeois.

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Quel que soit
celui que vous choisissiez ce sera le meilleur que vous ayiez encore goûté.

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AGRICULTURE

L'AGRICULTURE DANS LES ... ECOLES SECONDAIRES

Dans le rapport du Ministère de l'instruction de l'Ontario, le docteur Dandeno, inspecteur de l'enseignement agricole élémentaire, dit ce qui suit:

"Quoiqu'il se donne actuellement dans les écoles normales d'excellents cours d'agriculture, du moins aussi parfaits qu'on peut les donner avec les matériaux limités dont on dispose, nous ne pouvons pas espérer satisfaire les écoles publiques tant que les écoles secondaires ne se chargeront pas de ce travail, tant qu'elles n'en feront pas une partie essentielle du cours d'études des instituteurs. On ne pourra y arriver qu'en inscrivant l'agriculture comme sujet régulier au programme des écoles secondaires."

Le cours d'études des écoles secondaires est actuellement rédigé de façon à remplir deux fonctions: le cours d'instituteurs et la préparation à l'examen d'admission (matriculation) aux facultés des universités—médecine, art dentaire ou arts.

En élaborant le cours des professeurs, le Ministère de l'instruction n'a jusqu'ici reconnu l'agriculture que comme sujet facultatif, tandis qu'en prescrivant les cours qui mettent les élèves en mesure d'être admis à ses différentes facultés, l'université n'a pas reconnu du tout l'agriculture. Ceci s'applique aux universités de l'Ontario et également à la plupart des autres universités provinciales, sinon à toutes. Le collège d'agriculture de l'Ontario n'est pas une faculté de l'université, c'est une institution séparée, affiliée à l'université, qui confère le diplôme d'agriculture. Au Manitoba, le collège d'agriculture a les mêmes rapports avec l'université de cette province. Au Manitoba jusqu'en 1919 et en Ontario jusqu'en 1920, les élèves étaient admis sans examen universitaire; l'examen de matriculation est maintenant exigé à ces deux institutions. L'agriculture est une faculté de l'université en Saskatchwan, en Alberta, en Colombie-Britannique et dans Québec; c'est un sujet facultatif pour la matriculation en Saskatchwan et en Colombie-Britannique. En Alberta les élèves peuvent entrer avec la matriculation ordinaire au cours conduisant au diplôme d'agriculture et ils peuvent y entrer en sortant de l'une ou de l'autre des six écoles d'agriculture de la province.

On prépare actuellement un cours d'agriculture couvrant quatre années de la période d'école secondaire de l'Ontario (23 avril 1921). Ce cours est le produit combiné des comités du collège d'agriculture et du Ministère de l'instruction, et s'il est approuvé par le sénat de l'université, il servira probablement de sujet alternatif pour l'examen d'admission aux arts de la science expérimentale dans l'école intermédiaire. Le cours proposé comprend les sujets suivants:

Bactériologie.— Dans ses rapports aux denrées alimentaires, à l'eau et aux maladies infectieuses.

Botanique.— Une étude fonctionnelle des racines, des tiges, des feuilles et des fleurs. Les herbes économiques: céréales, fléole (mil), dactyle pelotonné. Les champignons et les maladies crytogamiques comme le charbon de l'avoine, la rouille du blé et le noeud noir (Black knot). Les arbres, l'indentification et l'étude des espèces communes.

Jardinage.—Couches chaudes et couches froides; culture des légumes précoces et des petits fruits; jardins scolaires; plantation des bulbes.

Entomologie.—Elémentaire et économique.

Industrie laitière.—Essai du lait; lactomètre; valeur nutritive du lait; emploi des écrémeuses-centrifuges.

Volaille.—Types et races; incubation et élevage des poussins; poulaillers; exploitation des poulaillers; soin des oeufs, mirage des oeufs.

Apiculture.—Cycle évolutif et travail des abeilles; étude des colonies et essaimage; construction des ruches.

Chimie.— Elémentaire; propriété des sols; composés chimiques, fumiers et engrais chimiques; insecticides et fongicides.

Physique. —Hydrostatique; drainage; mécanique agricole; l'électricité pour le chauffage, l'éclairage et l'énergie motrice.

Animaux de la ferme.— Types et races; comparaison d'animaux métis avec des animaux pur sang.

Récolte de grande culture.— Types de cultures; assolements; essai des semences; appréciation des semences.

Enquêtes.— Enquêtes effectuées dans le district sur les animaux de la ferme, les récoltes, les sols, les types, etc., suivant les loisirs dont on dispose.

Ce cours, s'il est accepté comme examen d'admission aux arts et également à l'agriculture, aura d'importants résultats dans l'oeuvre des écoles secondaires. Il sera accepté également par le Ministère de l'instruction dans le cours des instituteurs. On peut affirmer que le Ministère de l'instruction l'acceptera et l'exigera, même s'il ne forme pas partie des conditions d'admission, mais il est peu probable que les écoles secondaires adoptent ce cours pour les instituteurs si elles ont une alternative, et cette alternative serait nécessaire pour le cours d'admission (matriculation). La fonction principale des écoles secondaires au Canada est en effet de préparer des maîtres et des maîtresses d'école pour les écoles publiques et de préparer des élèves pour l'admission à l'université. Si l'agriculture sert à la fois pour le cours des instituteurs et pour l'admission à l'étude des arts, un certain nombre d'écoles secondaires enseigneront évidemment l'agriculture en plus du cours alternatif de science.

Les instituteurs des écoles rurales auront aussi l'avantage de recevoir un cours d'agriculture qu'ils seront prêts à enseigner, sous forme plus élémentaire, dans les écoles rurales. Ce sera là un résultat; il y en aura un autre tout aussi important. De tous les garçons et les filles qui entrent dans nos écoles secondaires canadiennes, il n'y en a qu'un petit nombre qui y restent assez longtemps pour se procurer le certificat d'instituteur ou pour obtenir leur matriculation. Pour le nombre considérable de ceux qui ne complètent pas leur cours d'écoles secondaires, ces sujets agricoles du cours leur révéleront la signification, la valeur et l'intérêt de la vie à la campagne, des industries et des occupations de la campagne. Je ne considère pas que l'instruction agricole, quelle que soit la forme sous laquelle elle est donnée, vaille le temps que l'on y passe si cette institution laisse les élèves indifférents ou hostiles envers la vie à la campagne, envers l'intérêt et la variation que comporte l'occupation de la culture et le plaisir de travailler avec des choses vivantes. Le résultat que l'on doit chercher à atteindre en enseignant l'agriculture aux enfants, est de leur donner un sentiment précis et vivant des valeurs rurales, des intérêts ruraux, des occasions rurales. L'enseignement agricole ne consiste pas seulement à apprendre à manier une houe ou à préparer une parcelle de jardin ou à nourrir un veau; ce n'est pas non plus exclusivement l'étude de la nature, c'est encore moins une science appliquée, ce peut être toutes ces choses mais c'est encore quelque chose de plus. Cet enseignement doit développer le goût et l'appréciation de la vie rurale et des choses rurales, des résultats de l'industrie intelligemment appliquée, de la beauté du merveilleux et de la puissance de la vie des plantes et des animaux, des paysages de la campagne et de tous les charmes de la nature. L'enseignement par l'agriculture est donc plus qu'une somme de connaissance, plus qu'une habileté manuelle; c'est un point de vue, une appréciation des valeurs qui détournera les garçons et les filles du chemin de la ville, où la plupart d'entre eux ne trouvent ni le bonheur, ni le rôle qu'ils y cherchent, et qui les ramènera vers la campagne ouverte, qui n'a besoin que d'un nombre suffisant de gens ayant de l'instruction voulue pour devenir un lieu de résidence plus désirable que la ville, vers laquelle notre idéal d'instruction a trop longtemps dirigé la jeunesse canadienne.

Si nous parvenons à trouver pour les écoles secondaires ou pour les écoles publiques, des instituteurs que l'on pourra persuader de ces choses, nous aurons résolu le problème de l'enseignement agricole; mais il ne sera jamais résolu sans l'aide de ces instituteurs.

Dr. J.-B. Reynolds M. A.
président, Collège d'Agriculture d'Ottawa.

L'AVENIR DANS LA CULTURE DES PETITS FRUITS

Bravo! Bravo! mes espérances sont à leur comble et j'avais bien raison d'espérer lorsque j'écrivais mon premier article sur la "Culture des petits fruits" qu'il porterait lui aussi ses fruits.— Un des bons cultivateurs de l'Ile d'Orléans, en droit reputé le meilleur pour la culture des fraises, m'écrit ce qui suit: "Depuis dix ans je m'occupe de la culture des fraises et j'en récolte chaque année plusieurs centaines de gallons que je vends toujours à un prix très élevé. J'en culture trois arpents. Cette année l'un m'a rapporte 475 piastres, le second 550 et le troisième 602 piastres. Certes il faut beaucoup de main d'oeuvre pour la récolte, mais j'emploie des enfants et des femmes qui font ce travail en peu de temps. Je calcule que malgré le prix élevé de la main d'oeuvre, mes dépenses n'atteignent pas un quart des recettes. Vous ne sauriez trop, monsieur , encourager par tous les moyens possibles la "culture des petits fruits", c'est celle qui est la plus payante. Cet automne je vais planter encore deux arpents de fraises et en plus deux arpents de framboises, fruit également bien demandé. Je ne suis pas en peine pour la vente, les grosses maisons de conserves de Québec m'achètent toujours mes fruits avant la récolte, et je n'ai pas besoin de m'inquiéter. Avant de cultiver les fraises, j'avais une ferme où je m'occupais de culture générale, et avec beaucoup plus de peines je gagnais beaucoup moins. Depuis que je m'occupe des fraises, j'ai toujours beaucoup plus d'argent à la banque à la fin de l'année que lorsque j'avais ma ferme et tout son travail. Depuis huit ans je vis dans une heureuse aisance avec toute ma famille".

Voilà une lettre qui en dit plus long que tout ce que je pourrais vous raconter pour vous inciter à cultiver des "petits fruits".

Il y a dix ans il n'y avait pas alors de débouché à Québec comme maintenant. Certes ce brave homme qui n'a pas craint de se livrer à la culture des fraises n'avait pas les commodités de vente comme nous les avons aujourd'hui, il a dû plusieurs fois faire le voyage à Québec avec des paniers de fraises et se rendre sur le marché pour y exposer et vendre ses produits. Mais maintenant ce n'est plus la même chose; il suffit de porter à la station de chemin de fer et de faire l'expédition par express aux frais de l'acheteur qui acceptera tous les fruits qui lui seront expédiés. Donc pas de doute pour la sûreté de la vente. Les fabriques de confitures de Québec n'en ont jamais assez et sont obligées pour satisfaire aux demandes d'aller en acheter un peu partout dans les autres provinces et même aux Etats-Unis.

Sachant que la maison J.-B. Renaud de Québec , avait ouvert cette année une fabrique de confitures, je lui ai demandé ce qu'elle pourrait faire en vue d'encourager les cultivateurs à produire des petits fruits.

— Je me permets de reproduire quelques lignes d'une des lettres qu'elle m'a adressées: "Nous sommes prêts à donner à la culture des petits fruits tout l'appui possible en payant toujours les plus hauts prix du marché et ce, pour le plus grand progrès de notre Province. Il appartient à une maison aussi puissante que la nôtre de facilicité un tel progrès, si les cultivateurs ont bonne volonté. Et que dire de notre manufacture qui ouvre ses portes ayant d'avance des ordres pour 65 chars de confitures, vendues dans la province d'Ontario. N'est-ce pas un revirement complet des choses que l'argent ontarien revienne chez nous? Pour subvenir à la grande demande que nous avons eue, il nous a fallu aller chercher aux Etats-Unis les fruits dont nous avions besoin et que nous aurions pu tirer de notre sol, laissant chez nous des milliers de piastres semées parmi les cultivateurs de notre Province.. En effet, 50 chars de fraises nous sont venus des Etats-Unis. Imaginez un peu le montant d'argent que cela représente. Peu après, nous avons puisé en Ontario, en Nouvelle Ecosse, un peu partout. Puis chez nous enfin!.. mais la production est si faible comparée à la consommation"

Voilà encore une lettre qui se passe de commentaires et convaincra les plus endurcis ou du moins ceux qui craignent encore de ne pouvoir vendre leurs fruits. Mais ils sont le petit nombre, à en juger par le flot de lettres qui tous les jours inondent mon bureau et demandent des renseignements. Oh! Je ne m'en plains pas, quoique cela me donne un surcroît de travail; c'est au contraire une grande satisfaction pour moi de constater que les quelques articles que j'ai écrits sur la "Culture des petits fruits" portent, comme je le disais au commencement, eux aussi leurs fruits. C'est toujours avec plaisir que je réponds à toutes les lettres qui me sont adressées Il m'en arrive de toutes parts et même des Etats-Unis.— C'est une personne qui me demande où elle pourra e procurer des plants; une autre, quelle est la meilleure variété à planter, etc., etc.

Pour ce qui est de l'achat des plants, je vous recomuande fortement: 1o. de placer toutes vos commandes chez les marchands de la Province de Québec et ne vous adresser ailleurs que dans le cas très rare où vous ne pourrez pas trouver ici ce que vous demandez; 2o. d'acheter chez le marchand le plus voisin de chez vous: c'est le seul moyen d'avoir des plants acclimatés à la température de votre région.

Jusqu'à présent je ne connais qu'une adresse où vous pouvez vous procurent des plants de fraisiers, c'est chez M. F.-X. Gosselin, Ste-Famille, Ile d'Orléans, P. Qué. Ce monsieur possède une bonne variété de fraises: la Albanie de Wilson.

Vous pouvez vous procurer des framboisiers variété Cuthbert chez Monsieur Jos. Verreault, St-Roch des Aulnais, Kam, P. Q. ou chez Monsieur C.-P. Newman, Lachine P. Q.

Si d'autres personnes de la province de Québec avaient de bonnes variétés de fraises ou de framboises à vendre, je me ferai un plaisir, sur réception de leur adresse, de le publier dans le "Journal de l'Agriculture.

Cultivateurs de la Province de Québec cultivez donc des "petits fruits", un avenir brillant s'ouvre devant vous!

L.-D. HUGUENIN.

STATISTIQUES DE LA RICHESSE

A l'âge de 65 ans, il n'y a pas cinq personnes sur 100 (à la campagne comme à la ville) qui sont indépendantes de fortune et qui peuvent continuer le train de vie qu'elles ont mené jusqu'à cet âge; il faut cependant faire exception pour celles qui ont des pensions des "Prévoyants du Canada."

Guéri du mal de reins

M. Léo Emond

Je souffrais de maux de reins même depuis mon jeune âge. Avec les années, malgré les soins reçus, ces douleurs devinrent fréquentes, je me trouvai moins fort et il m'était parfois impossible de faire mon travail ordinaire. Les Pilules Moro ont été merveilleuses dans mon cas ; elles m'ont rendu la santé. Maintenant, en en prenant quelques boîtes deux ou trois fois par année, je n'ai pas besoin de recourir au médecin parce que je me maintiens vigoureux. M. Léo Emond, 835, Broad, Central Falls, R. I.

PILULES MORO POUR HOMMES

Les PILULES MORO sont spécialement bonnes chez l'homme qui souffre d'épuisement général se traduisant par un affaiblissement total ou partiel. Cet épuisement entraine avec lui : mauvaises digestions, douleurs de dos, douleurs rhumatismales, maux de tête, etc. Pour combattre cet épuisement, il n'y a rien de meilleur que les Pilules Moro pour les Hommes. Elles sont le plus puissant tonique, le régénérateur des forces perdues.

Les Pilules Moro sont en vente chez tous les marchands de remèdes. Nous les envoyons aussi par la poste, au Canada et aux Etats-Unis, sur réception du prix, 50 sous la boîte.

Pour toute information et consultation adressez :

COMPAGNIE MEDICALE MORO
272, rue St-Denis, Montréal.

Pour rire un peu

Les accidents de mise en page dans les ateliers de journaux, sont d'autant plus pénibles qu'il est impossible de rattraper les numéros qui contiennent les fautes qu'on voudrait, hélas! si sincèrement corriger.. Rappellons-nous-en une ancienne dont un quotidien de Québec fut victime, il y a déjà nombre d'années. Un jour, dans la Côte du Passage, à Lévis, une pauvre femme avait été frappée et blessée par une voiture. A la même heure, une dépêche apportait la nouvelle du naufrage d'une géolette près de Rimouski. Ces deux faits divers furent envoyés à la composition, mais une erreur de mise en page voulut que la première moitié de l'accident de Lévis fut mise e ntête de la seconde partie du naufrage à Rimouski. Le tout se lisait comme suit: "Madame X, de Lévis, a été frappée par une voiture, dans la Côte du Passage. Elle est allée s'échouer près de la Pointe-au-Père, où dans ses flancs l'on a trouvé les traces d'un commerce de contrebande". Inutile d'ajouter que, le lenmain matin, dans la salle de rédaction du confrère, il y eut des grincements de dents!

L'ESPRIT FRANÇAIS

Sophie Arnould, la célèbre cantatrice de l'Opéra, aussi renommée pour son esprit que pour sa beauté, avait, un jour, invité à dîner le marquis de Bièvre.

On apporta un melon que le soleil n'avait pas suffisamment doré. Le marquis ne put s'empêcher d'en faire l'observation:

Voilà un melon qui a les pâles couleurs, dit-il.

Et Sophie Arnould de répondre:

Il lui faut être indulgent, mon ami: il relève de couche.

***

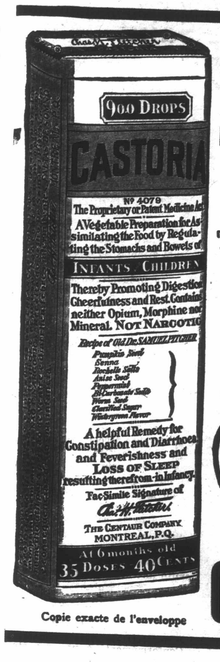
L'homme digne d'être écouté est celui qui ne se sert de la parole que pour la pensée, et de la pensée que pour la vérité et la vertu. Rien n'est plus méprisable qu'un parleur de métier qui fait de ses paroles ce qu'un charletan fait de ses remèdes.

(Fénélon)..

***

— L'honnête homme ne doute jamais de l'existence de Dieu, (NAPOLEON Ier).

Votre abonnement est-il échu?



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RUE RICHELIEU, SAINT-JEAN, P.Q.

LE "SOMBRE" LUNDI Changé en Lundi "Lumineux"

Le lundi matin, jour de lavage, a été métamorphosé par la machine à laver électrique. Plus de cuves fumantes, de senteurs nauséabondes de savon chauffé, ni de ce chevalet à torture : la planche à laver.

Maintenant, la cuisine est fraîche et propre comme un sou. Quelque part dans un coin, le linge se blanchit comme neige par enchantement.

Tout labeur est supprimé. On attelle la machine à laver au commutateur électrique et le travail se fait de lui-même. La machine lave, rince, passe au bleu et essore le linge parfaitement.

Moyennant un dépôt de $10.00, la machine est installée chez vous. La solde se règle en douze paiements mensuels.

SOUTHERN POWER CANADA

Ne Perdez Pas Courage!

Le plus Grand Remède du monde pour toutes

LES AFFECTIONS DU REIN

soulage des malades souffrant depuis des années

Il Souffrit des Années

J. E. BEAUCHAMP, 139 rue Clarens, Ottawa, nous écrit: "Pendant un certain nombre d'années je souffrais assez d'une affection du rein pour m'empêcher parfois de travailler. Un ami me conseilla de prendre des Gin Pills. Je suivis son conseil. Dès les premières doses elles me soulagèrent. C'est pourquoi je ne puis faire autrement que les recommander aux personnes qui souffrent de la même affection."

Notre Garantie

Si les Gin Pills ne vous soulagent pas nous vous rembourserons le prix que vous les avez payées. Cinquante sous la boîte, partout.
Nous écrire pour recevoir un échantillon gratuit:

421F

National Drug & Chemical Co. of Canada Limited, Toronto, Canada

MACDONALD'S Cut Brier

Une plus grande quantité de Tabac pour la valeur.

Paquets 15c
½ lb. Boite 85c

Le Tabac avec un coeur

P. O BOX 363

051675

TELEPHONE 191

B. J. McCullough

Merchant Tailor

112 SASK. AVE. W.

It's Dollars in Your Pocket
when we Make a
Suit for You.

Portage la Prairie, Man.,
Feb.1/22.

Hon. Arthur Meighen.
Ottawa. Ont.

Dear Mr. Meighen:-

I wish to say I am very pleased to know you are again in harness and wish you every success, you should of been elected here and if you had put in mare time in your own constituency you would, but I dont think any goverment that was in power could of been elected, for the people was out for a change , as times was very bad and a change was what thay was after no matter what the change was, and thay got it and I amgoing to say to you and you can put it in the waste paper basket if you like, but if I was you I would challenge the Grits and Farmers to put in to forse the platform thy preached before election, free trade and show them up, it was only power thay was after and nothing else, now thay have it I would as I said before challengage them to change the present policy of tariff, and it would be agood thing if thay did do it, for I believe the contury will never be satsfied till it is tried and then thay will know something about our friends across the line and there goods, and then the young Men could go to the US to gat work for thay could not get it in Canada. I remember what it was like when I was just a kid fully 50% of oue brothers and neighbors was giong over all the time. It was that what took so many Canadans to The U.S .which we shold have enclose an applaction for for medals from a young Man who is working for me, will you please put into the proper hands for it to be attended too, and oblige.

Yours truly,

B. J. McCullough

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THE APOSTLE OF CANADIANISM 051676 SEASON 1921-22

MR. WALTER McRAYE

ORATOR AND ENTERTAINER

IN A SERIES OF INSPIRATIONAL ADDRESSES:

"EAST IS WEST" *"100% CANADIAN"*

"CANADIANS FOR CANADA"

In presenting MR. WALTER McRAYE to the Canadian Public the management point back with satisfaction to his long and honorable career on the platform where he has always stood for the highest and best in Entertainment. In company with the late Canadian Poetess, Miss Pauline Johnson, he toured Canada, England and the United States, making a specialty of the works of our own beloved Poet of the Habitant, Dr. Drummond. At the coming of the War, Mr. McRaye left the platform and took his place in the ranks of the C.E.F., where he served over three years, and was present at many of the great battles of the War.

To-day he returns to the stage in a new role, as an orator and public speaker, a Canadian with a Message to Canadians; a man with a deeper insight, a broader vision, and a keen consciousness of the things that are vital. In his addresses he points out the responsibilities resting upon Canada, a new Nation created by the War.

He is a man of ideas and ideals. His addresses are witty, forceful and entertaining. During the past year Mr. McRaye has appeared in every province of the Dominion, carrying his message of citizenship, Canadianism, and the need of greater pride in our country, to Clubs, Colleges and Schools.

Some of the cities visited are Montreal, Canadian and Rotary Clubs and Westmount High Schools; Ottawa, Kiwanis Club; London, Canadian Club; Hamilton, Canadian and Kiwanis Clubs; St. John, N.B., Women's Canadian Club, Rotary Club; Halifax, Commercial Club, St. Francis Xavier University; Moncton and Charlottetown Rotary Clubs. The Montreal Herald names him "The Apostle of Canadianism," and "a truly eloquent speaker."

My dear St John N.B.
16/2/22

Dear Miss MacMurchy

Just a line to say you were doing a splendid work in educating the women along political lines, also through the late Election and wherever the Mail Empire's influences was felt, I have heard women speak of your column, in the same

"An Exceptionally Brilliant Orator, with a Powerful Appeal."—St. John, N. B. Telegraph.
"An eloquent and patriotic speaker."—Hamilton Spectator.
"His address was a splendid effort."—Ottawa Citizen.

Request vs the Shorter Catechism

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We need it, and it is a fine work, and ought to educate people to a more sincere interest in Canada and Citizenship. I am addressing the Canadian Club here tonight a surprise to me, before the Election in advocating Made in Canada Goods for Canadians before the Womens Club of this city. I was accused of Partisanship, and the Liberal paper editorially called it Good Tory doctrine - the Maritimes takes its politics seriously - I like your Column very much indeed always find something new in it

Sincerely Warwick McKay Esq

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

051677

Ottawa, Ont. February 3rd. 1922.

Dear Mr. Gravel:

I acknowledge with much gratification your thoughtful telegram conveying the kind congratulations of the Conservatives of Levis.

Please accept and convey to them my sincere thanks and the expression of my determination to undertake the work ahead with unabated vigour.

Yours very truly,

L. G. Gravel, Esq.,
Port Etchemin,
Levis, P.Q.

P.S. Please excuse signature. Mr. Meighen had to leave for the Souther States before this letter was completed.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 9C)

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CANADA

051678

House of Commons
Canada

Ottawa, Ont. February 3rd. 1922

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours very truly,

Charles E. Tisdall

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051679

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

C. W. McCrea, Esq.,
City Treasurer,
Sault Ste. Marie,
Ontario.

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C. W. McCREA
CITY TREASURER

051680

SAULT STE. MARIE. CANADA

January 27th. 1922

Rt.Hon. Arthur Meighen K.C.

Ottawa, Ontario.

My Dear Meighen:

Permit me to extend to you my sincere and hearty compliments, and to congratulate the Electors of the County of Grenville on the fact that such a splendid majority was piled up on your behalf yesterday.

I also desire to express the hope that you will e'er long be again entrusted with the mantle of authority as Prime Minister, but with you as our Leader in the meantime, we are absolutely sure that the Royal Opposition side of the approaching Session or Sessions will be well taken care of.

In these times of Political adversity it is comforting in some measure, at least to those of your supporters residing in Sault Ste. Marie, that we are not responsible nor did we take any part in turning down the late good and staple Government, but on the contrary we are delighted to be able to send a Stalwart who will render you every assistance in your endeavor to keep the enemy within the paths of rectitude and Justice.

With kindest regards, believe me,

Yours Sincerely

C. W. McCrea

CWM/F

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

051681

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

This is merely to acknowledge your letter of the 27th. January, and to inform you that Hon. Mr. Meighen left on Friday last for the Southern States, where he is to recuperate for two weeks. Immediately on his return he will write you fully.

Yours faithfully,

A. C. Casselman, Esq.,
Royal Bank Building,
Prescott, Ont.

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No. 216 Prescott, Ont. Jan 25th 1922 $1,000,000

The Merchants' Bank of Canada,

Pay Right. Hon. A. Meighen or Bearer

One Million Dollars $1,000,000/100 Dollars

George Shannon.

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051683

This check can not be cashed unless you get in Parliament

MACKENZIE PAPERS, Series 3 (M.G. 26, I, Volume 36)

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Prescott Ont
Jan 26th
1921

My dear Mrs. Meighen
This check is
no good to you not
unless you are
elected. But if you
are the $1,000,000
is yours.
A red hot tory
George Lennox

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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051685

A. C. Casselman
BARRISTER, SOLICITOR & NOTARY.
SOLICITOR FOR THE ROYAL BANK OF CANADA
PHONE No 38 OFFICES, ROYAL BANK BUILDING
PRESCOTT, CANADA January 27th. 1922

The Right Hon. Arthur Meighen

Ottawa

Dear Mr. Meighen:-

Please accept the thanks of your many electors who were gathered in my office last night when your kind telegram reached me. Throughout the County all our supporters worked as hard, if not harder, than they ever did before, and many who have been in to-day are more than delighted with the grand victory that was secured. I was particularly interested to know what the result was going to be in Prescott, and was more than satisfied to know that they had given you over three hundred of a majority. This is beyond anything that this town has ever done before, and I am sure that the meeting which you addressed here on Tuesday, did considerable towards bringing about this result.

Yesterday morning the Catholic Liberals were very active for the Progressive candidate, and for a time I thought we might do no better than break even in the town. I did not wish to show too great an effort to get out our vote as I thought it might urge the opposition to do likewise, so we let matters stand until about two in the afternoon, when we got out our organization, and the result of the town vote shows you the success that the organization had in getting out the Conservative vote.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051686

A. C. Casselman
BARRISTER, SOLICITOR & NOTARY.
SOLICITOR FOR THE ROYAL BANK OF CANADA
PHONE No 38 OFFICES, ROYAL BANK BUILDING
PRESCOTT, CANADA January 27th. 1922

An incident happened in town yesterday, which I think you will likely appreciate, so I will relate the same to you.

C. D. Shannon, who was one of our best workers in town, has two boys, seven and ten years old. The chap who is ten years old, was sick yesterday and confined to his bed, and as an amusement for him they held an election in the house. The father and mother and other boy voted Patterson, and he voted for you, and was greatly disappointed when he opened his ballot box to find that you had lost. He wrote you a letter which I am enclosing with a million dollar cheque, as a pass-time for himself, but his father got it unknown to him and showed it to me, and I thought you might appreciate seeing how we raise young Tories in this town.

I think it would be well that you should put a card of thanks in the Kemptville Advance and the Prescott Journal, and if you wish to send them to me, I will be only too pleased to see that they are inserted in next week's papers.

May I again thank you for your kind telegram, and express the hope that you have passed the obstacle in

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CANADA

051687

A. C. Casselman
BARRISTER, SOLICITOR & NOTARY.
SOLICITOR FOR THE ROYAL BANK OF CANADA
PHONE No 38 OFFICES, ROYAL BANK BUILDING
PRESCOTT, CANADA January 27th. 1922

your political career, and that in the future your value to the country will be more appreciated than the vote of the people on the 6th. December might lead one to believe

Yours faithfully,

A. C. Casselman

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051688

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of Honourable Mr. Meighen, I desire to acknowledge your letter of the 28th. January, together with copy of letter to the "Evening Telegram." These will be placed before Mr. Meighen on his return from the Southern States in the course of the next ten days.

Yours faithfully,

James R. Roaf, Esq.,
95 King Street East,
TORONTO, Ont.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051689

Jas. R. Roaf
Barrister, Solicitor, Notary &c
Commissioner for Quebec

95 King Street East.

Telephone Main 1506.
NOTE CHANGE IN TELEPHONE {MAIN 516 / MAIN 517
Cable Address "Roaf"

Toronto, 28th Jan. 1922.

The Rt. Hon. Arthur Meighen
Parliament Bldgs.
Ottawa. Ont.

Sir:

I enclose you a copy of the letter I have sent to the Evening Telegram. I do not know whether they will publish it or not but in any event a little ridicule is sometimes a useful Political Article.

Encl.

JRR/VRV

Yours truly,

Jas R Roaf

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CANADA

051690

27th Jan. 1922.

"Masquerading Tories"

To the Editor.

It has been recognized by many that the titles commonly used in connection with the political parties do not clearly express the present policies or platforms of the parties.

I would suggest the above title for the party represented by the present Dominion Government. They call themselves Liberals but their platform is that of the old Tory party of ninety years ago.

This was (1) Church and State (2) Beer (3) Special Priveleges and representation of class and (4) "Let the people do the work and we will take the profits."

The present Government holds office by virtue of representatives of a Province in which still remains (1) The connection between Church and State. (2) This is the only Province recognizing the sale of beer (3) The present Cabinet was forced upon the Premier by certain classes, and (4) the members supporting the Government are largely if not altogether, men who opposed the young men of Canada being compelled to take arms in defence of their Country and represent a class that said "Let volunteers do the fighting for Freedom, we will stay at home and take the profits that arise from their sacrifice."

As these principles were fought against and overturned many years ago, the party that now sustains them can be well known as Tories and as they style themselves Liberals (which they are not) they should be called "Masquerading Tories" and be designated by a short word formed by the initials of the above title, that is "The Empty Party".

Yours,

Jas R Reid

MACKEN PAPERS, Series 3 (R.G. 26, I, Volume 46)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051691

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, on a much needed rest, I desire to acknowledge receipt of your letter of January 27th. extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

John Hubbs, Esq., M.P.,

Picton, Ont.

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PUBLIC ARCHIVES
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CANADA

T. W. KINNEY, PRESIDENT

051692

E. A. PEARCE, SECRETARY

Liberal-Conservative Association

Prince Edward County

Picton, Ont., Jany 27/22

Right Hon Arthur Meighen.

Ottawa.Ont.

Dear Mr Meighen:-

Please accept my hearty congratulations on your success yesterday.It is to be regretted there had not been more places like Grenville and Prince Edward on December 6th last. However I really believe we have only to wait another four years to see the Conservative Party sweep the Country again under your able leadership.

Had the outcome yesterday been the reverse I for one would not have wanted to go to Ottawa.As it is I believe we can build up a Liberal Conservative Party in Canada that will be bigger and stronger than ever.

Any service I can give at any time will be gladly rendered.

Sincerely yours.

John Hubbs. M.P.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051693

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of Honourable Mr. Meighen, I desire to acknowledge your undated letter, and to say that Mr. Meighen left on Friday for Southern Pines, North Carolina where he is to take a much needed rest of two weeks or more, after which he will return to the capital. Your letter together with Mrs. Robb's communication to the "Tribune" will then be placed before him.

Mr. Meighen will be exceedingly grateful to you for your hearty congratulations on the result of the by-election in Grenville, and he will also be glad to learn of the efforts put forward by Mrs. Robb and yourself to secure the return of the late Government candidate in South Winnipeg.

The essays of Mr. Carol Norton have come to hand, and will no doubt be perused by Mr. Meighen with interest and profit.

Yours faithfully,

D. S. Robb, Esq.,
Royal Alexandra Hotel,
Winnipeg, Man.

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SUPPORTS MEIGHEN

To the Editor of The Tribune:

Sir,—I have read recently a number of pleas from women on behalf of Mrs. Dick and Mr. Hudson, appealing to women voters for their support in the coming election.

Being a woman who has for the first time a vote in the federal election (a vote which, by the way, was granted by the Borden-McMighen government), I may say to those who so plead, that I, for one, cannot conscientiously respond to their call. Now that women have the vote, it seems to me this vote should be exercised for the policy that each one, individually, thinks best for the development of our country, and not for a woman simply on the ground that she is a woman. I am supporting Mr. Jackson and the Meighen government, and desire to give my reasons for so doing.

I am voting for Mr. Meighen because I was born in Canada, because Canada is my home, and because Mr. Meighen is working for a policy which protects that home. I love Canada and I have every confidence in the bravery, courage and ability of her people. Her institutions are equal to the finest in the world. Canada is bound to have her place among other nations. I am voting for Mr. Meighen because he has the right idea of our national resources. Mr. Meighen says these resources should be developed in Canada by the brave men who fought to protect them. His policy will enable us to do this, and, doing this, keep our boys at home.

We have only to cross the line to the south, where a few years ago was a vast prairie. Today, what de we find? On those vast plains great industrial centres have sprung up. Centres such as St. Paul, Minneapolis, Elgin, Joliette, Aurora, Ottawa, Streater, Bloomington, Danville, Davenport, Des Moines, Cedar Rapids, Marshalltown, Burlington and many more excellent industrial centres, all of which have been developed since the Civil war. If you ask the people living there to explain this wonderful development, they will readily tell you that it was their national policy of protection which did it all for them. You could not find a free-trader in that part of the country. I am voting for Mr. Meighen because he will bring into being a policy which will help to stabilize conditions and in a few years such cities as we have to the south, will be springing up all over Canada's great prairie country. I am voting for Mr. Meighen because when our sons and daughters were in France they were backed to the hilt by him. We know that he worked night and day to "keep the home fires burning." He realized that the honor of our nation was attacked, and did all that was humanly possible to excite the interest of every man and woman at home to back our noble boys and girls in France, if necessary, to the last dollar we possessed.

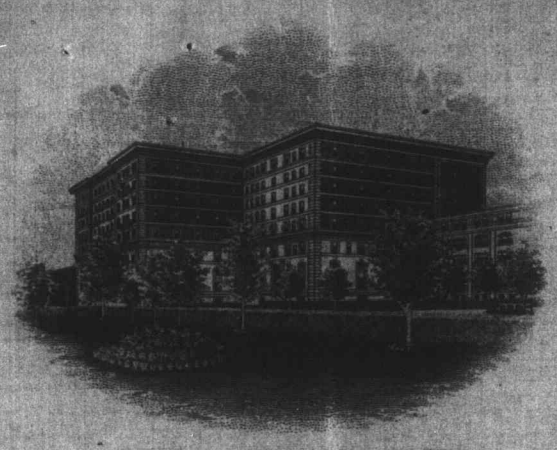
Canada's natural resources are very great. Let us devolop them by the application of Canadian labor, and keep our money circulating on Canadian soil.

EDNA MUNRO ROBB.

Winnipeg, Dec. 3.

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051695



ROYAL ALEXANDRA HOTEL
WINNIPEG, MAN.

Canadian Pacific Hotels

The Right Hon. Arthur Meighen,
Ottawa - Ont.

My dear Mr. Meighen:-

Please accept my hearty Congratulations, on your Victory in Grenville, the victory which you should have had in Portage la Prairie. It is a victory which you many admirers throughout the Dominion will appreciate very much. It is a victory which may not please some of the "dyed in the wool" tories or the "dyed in the wool" grits but it will please the thinking class, the real Progressive class throughout Canada.

Mrs. Robb and myself did what we could to elect your Candidates in Winnipeg.

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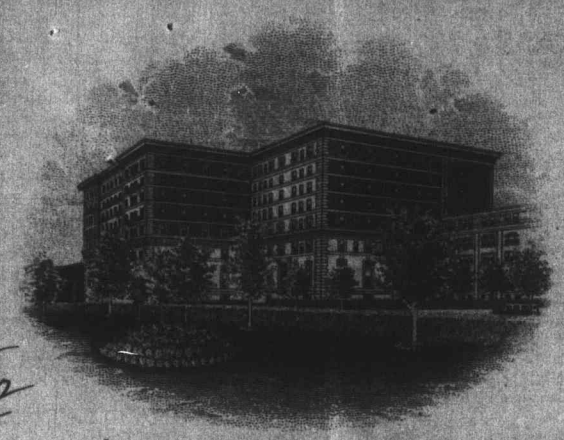
051696



ROYAL ALEXANDRA HOTEL
WINNIPEG, MAN.

Canadian Pacific Hotels

2

Mrs. Robb spending hours at a time at the telephone and visiting Electors throughout Mr. Jackson's Constituency. But we discovered we were up against a tidal wave which evidently swept all over the Dominion.

You have made very few Speeches since coming into Public life, that I have not had the pleasure of reading, and I appreciate them very much. You reminded me of a very dear friend, Mr. Carol Norton, of New York. He was one of the most brilliant young men I have ever known. He was not only an Orator, but an Author and Poet. Had he lived, he would have been well known in the world to-day, but he was killed, (accidentally) while ~~at~~ in the trenches.

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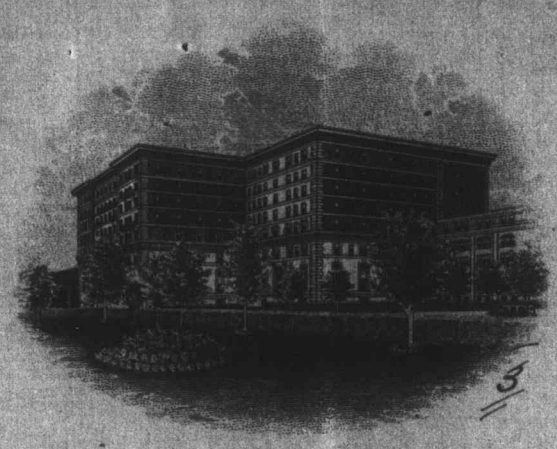
CANADA

051697



ROYAL ALEXANDRA HOTEL
WINNIPEG, MAN.

Canadian Pacific Hotels

3/

I am enclosing under separate cover, one of his books, Scenes which I know you will enjoy reading.

With Very best Wishes

I am

Very Sincerely Yours

D S Robb

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051698

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

Your letter of the 27th. January reached Ottawa after the Departure of the Honourable Mr. Meighen for the Southern States, where he is enjoying a well earned two weeks' rest, and it cannot therefore receive his attention until his return. May I assure you that Mr. Meighen will deeply appreciate your kindly reference to his success in Grenville, your offer of assistance to further the Conservative cause, and the work in this direction which you have been doing in the various associations with which you are identified.

Yours faithfully,

Charles J. Drake, Esq.,

198 Bell Avenue,

Winnipeg, Man.

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PUBLIC ARCHIVES
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CANADA

051699 198 Bell Ave
Winnipeg. Man.
Janry 27th 1922.

Dear Mr Meighen

Upon receipt of my paper this morning I was delighted to learn that you had been successful in Grenville, (it would indeed have been a calamity to the country, as well as the party, had you decided not to continue in public life). and was waiting some definite word before answering your kind letter of Decr 20th last-

I want to assure you, that, anything that can be done to make a new Conservative party, (now that one of the effects of the general election, was practically to make the fight a straight party issue) along the line of suggestion, organization, &c I am at your service — In fact, in this connection I have been forming associations which will make the nucleus of an organization to offset the influence which was so disastrous to our cause in the last Election - Enclosed you will find a card of one of my gatherings, together with a write up by the Free Press

Wishing you every success —
I am, Yours Sincerely
Charles J. Drake Capt.

The Rt. Hon Arthur Meighen
Ottawa, Ontario.

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CANADA

1922 Wishing You a Prosperous New Year 1922

The N.C.O.'s, Men and Cadets

of

No. 18 Coy. C.A.S.C., No. 10 Det. C.O.C. & C.A.S.C. Cadet Corps

Will be At Home at the

Armoury, Hampton Street, St. James

on Monday, January 2nd, from 2 p.m. to 5 p.m.

to be followed by a WHIST DRIVE AND DANCE in the evening

ALL OUR FRIENDS ARE CORDIALLY INVITED

051700

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051701

JOLLY CELEBRATIONS USHER IN NEW YEAR

Lieutenant-Governor's Receptional Most Formal—Dances and Outdoor Sports

With the utmost heartiness Winnipeg celebrated the New Year holiday yesterday. By many the day was brought in at a dance, which appeared to be all the jollier for having been held over from the first day of the year, and social gatherings in a variety of forms at hotels, halls and homes were the order in the evening. The outstanding social events of the holiday were official receptions at parliament buildings and Government house, and numerous citizens took advantage of them to exchange the compliments of the season with Sir James Aikins, the lieutenant-governor and Lady Aikins. Another reception in which great interest centered was that held by Major-General H. D. B. Ketchen at the headquarters of the United Services club.

During the day Archbishop Matheson received at Bishop's court, St. John's. Prominent clergy and laymen of the Anglican church, and many friends of all denominations called on his grace and wished him the compliments of the season.

With the weather delightfully mild, winter sports had great crowds of patrons. Snowshoe clubs were out in all their glory, and enjoyed long tramps into the country.

The most attractive shows that could be arranged drew large numbers of people to the theatres, all of which were patronized in a manner which was due reward for the efforts of managers to please.

St. James Cadets at Home

Approximately 200 attended the "At Home," held in the Armory, St. James, yesterday afternoon and evening by the N.C.O.'s, men and cadets of No. 18 Coy., C.A.S.C., and No. 10 Detachment Canadian Ordnance and C.A.S.C. Cadet Corps. In addition to the members of the local corps, invitations had ben issued to the members of the Cadet corps in the city and these to the number of 200 accepted the invitation and took part in the impromptu hockey matches which were staged on a local rink. During the afternon the youngsters were regaled with all kinds of fruit and candies. Among the officers who attended the function were, Lieut.-Col. Corelli, Lieut.-Col. N. J. Lindsay, O.B.E., Lieut.-Col. Kelsey Watson, Major J. R. J. Duhault, Major J. A. Short, Capt. C. J. Drake, Capt. F. Wilde and Capt. A. W. Chandler, O.C. Cadet Services, M.D. 10. Another interested visitor was W. B. McNamara who was the original R.S.M. of the company and accompanied many of its members overseas during the late war.

In the evening a most successful whist drive and dance was held, the winners in the whist games being: Ladies, Mrs. Hiscocks and Mrs. Mann; gentlemen, J. Dunstan and R. E. ooper. After the prizes, which were worthy of the keen play, which featured the games, had been distributed, Bennett's orchestra struck up a tuneful waltz which was but one of the numbers of a dance programme which kept the young folks busy until midnight. The whole affair was a splendid success and emphasized the splendid spirit of comradeship which exists between the boys and their seniors, among whom none are so well thought of as Capt. C. J. Drake, familiarly known as Charlie Drake. Capt. Drake is well known throughout the province having been a resident for about 33 years, during which time he has filled many important positions. It is interesting to note that Capt. Drake is a direct descendant of the illustrious naval hero, Sir Francis Drake. He is also the last of the line, his ancestors having up to the last generation served in the senior service. Believing that all work and no play is not good for any boy, he has turned the armory into a gymnasium and here the boys keep themselves fit by playing baseball, basketball, etc. The work which they carry out as members of the C.A.S.C. is aided by lectures delivered by experts on the various duties in connection with the work of the corps. Capt. Drake has an able assistant in Sergeant-Major Cochrane.

VETERANS' REUNION TO HAVE HIGH PATRONAGE

Sir James Aikins, Premier Norris and Maj.-Gen. Ketchen Will Attend

Lieutenant-Governor Sir James Aikins, Premier T. C. Norris, Mayor Edward Parnell and Maj.-Gen. H. D. B. Ketchen will act as patrons of the re-union whist drive and dance to be staged by the veteran organization of the city on Wednesday evening in the Board of Trade building.

Permision has been given by the G. O. C. M. D. 10 for returned men to wear their uniforms if they so desire and with a view to making the event a real re-union, a special request has been made by the patrons, that all ex-service men irrespective of rank will attend. Colonels will mix with privates and so make the event worthy of its name.

The evening will open with the grand march, led by pipers of the city police band. The P.P.C.L.I. band will also play selections during the evening. A nominal charge is being made to defray expenses and surplus proceeds will be devoted to the Ladies' auxiliaries of the various veteran organizations, for hospital work.

POST MORTEMS ORDERED

W. A. G. Ainge, Presumed Suicide, Said To Be Wife Deserter

Dr. McConnell, provincial coroner, has ordered two post mortem examinations. One is in connection with the death of W. A. G. Ainge, 15 Cottar block, Fort street, and the other with that of Charles Cadman, McKeague block. Ainge is believed to have committed suicide at 10.15 Sunday night on Balmoral street sidewalk after being "turned down" by a young woman with whom he was endeavoring to keep company. An inquest will probably follow.

Police inquiries show that Ainge was a married man and that his wife and four children are resident in the city. He had deserted them several weeks ago.

Charles Cadman, caretaker of the McKeague block, died suddenly in his quarters in that building on Sunday. The deceased, who had

ta, than he has made in former Premier Stewart.

"He is the best choice in the circumstances," said Senator Harmer; "because," he explained, "he has the experience gained from his former cabinet service in the province. He is possibly the best representative of all the political moods in the province, and he is believed to be acceptable to all classes."

Senator Harmer said he knows nothing definitely about the seat which may be vacated to permit Mr. Stewart to obtain election to parliament.

MISS McTAGGART STILL LEADS RACE FOR QUEEN

But a Few Thousand Votes Separate Second From First

With just a little more than three weeks of the selling campaign for Bonds of Civic Pride for the election of Winnipeg's Carnival Queen over, the race is tightening up.

Miss McTaggart, choice of the Canadian National railways, maintains first place, although her lead over Miss Esther Cummings, nominee of the Eaton Athletic and Recreation association, is only slight. An even dozen of the candidates have now reached more than a million votes, leaving 13 candidates whose votes have not yet reached the total of a million.

The official count as supplied by Riddell, Stead, Graham & Hutchison follows:

Miss K. McTaggart, Canadian National railways, 4,166,000.

Miss E. Cummings, Eaton Athletic and Recreation association, 4,054,000.

Miss E. Smiley, Lions' club of Winnipeg, 3,578,000.

Mrs. P. Matheson, Kiwanis club, 2,828,000.

Miss H. Tomkins, Canadian Pacific railway employees, 2,654,000.

Miss H. Creak, Orange Crush Co., 2,598,000.

Miss D. Erskine, Hydro Electric Social club, 1,947,000.

Miss M. Davis, Rotary-University, 1,478,000.

Miss P. Lay, Comtometer Girls' club, 1,158,000.

Mrs. C. R. Gibson, Bowlers' association, 1,108,000.

Miss M. McLeod, Free Press Staff, 1,058,000.

age. He left his native island, Sandy, in the Orkneys, to settle in Winnipeg 48 years ago and for many years was one the best known hardware merchants in the city, his store having in the early days been located at the corner of Market avenue and Main street. He was a Baptist and was one of the founders of the First Baptist church in this city. His wife predeceased him four years, and he is survived by one daughter, Mrs. D. A. Keizer, Sherbrook street, and four sons: Will and Percy of Winnipeg, Arthur of San Francisco, and Bert of Honolulu. Mr. Linklater had been confined to his bed about a year preceding his demise.

Harry Lidster, son of the late John Lidster, of Thorne, Yorkshire, Eng., died in Winnipeg Dec. 31, 1921, at the age of 67, following an operation. Mr. Lidster was one of the old timers of Winnipeg, coming to Canada in the year 1881, and has resided in Winnipeg since 1882. He was formerly engaged in the baking business here for over 30 years, having retired from same six years ago. Mr. Lidster leaves a widow, one son and two daughters; Leonard and Alice at home, and Mrs. J. Allen and two grandchildren of Winnipeg. Funeral service will be held this afternoon at Bardal's undertaking parlor at 3.45. Burial will take place in Elmwood cemetery.

The funeral of Mrs. Agnes Rutherford, whose death occurred Dec. 30 at the residence of her daughter, Mrs. T. Harvey, 539 Victor street, at the age of 81 years, was held on Saturday from the undertaking rooms of Clark Bros. and Hughes to Elmwood cemetery.

Crushed Between Coal Cars

Edmonton, Alta., Jan. 2.—Crushed between two loaded coal cars at the Mountain Park colliery, Leslie McMillan, aged 30, a native of Prince Edward Island, was being rushed to the hospital in Edmonton, Saturday, but died on the train near Gainford. The deceased has a brother residing in Vancouver.

ANNUAL SUNDAY SCHOOL RALLY OF METHODISTS

Suburban Churches Well Represented; Sir James Aikins Speaks

The 32nd annual rally of Methodist Sunday schools brought 2,250 little folks, teachers and Sunday school workers to Grace church Sunday morning for participation in a programme full of interest and inspiration for juveniles and adults.

Children from suburban churches and missions were brought in by tally-ho to attend the big "get-together" and city Sunday schools were represented by almost the total enrolment.

His Honor Sir James Aikins, honorary president of the Winnipeg Methodist Sunday School association, and chief speaker at the rally, interpreted for his youthful hearers the Biblical command to seek the Kingdom of God. Holding the attention of the children by story and question, Sir James preached an inspiring sermon on a child's duty of seeking the Kingdom of God early and earnestly with a view to cherishing it in its heart through life.

Dr. J. W. Aikins, pastor of Young Methodist church, addressed the gathering on the three virtues of courage, patience, and kindness, the strands of a cord which will link every child to the Christian life. Dr. Aikins illustrated each of his points by a story.

E. R. R. Mills occupied the chair and conducted roll call. The opening prayer was delivered by Rev. E. F. Church, and F. H. Hughes led the singing.

Mrs. Arni Anderson, secretary, read messages from other Sunday school rallies in eastern and western cities, and Dr. John Maclean, of Bethel mission, brought the service to a close with the benediction.

The service was interpolated with exchanges of New Year greetings between platform and the congregation. In response to every "Happy New Year" from the speakers the children chorused "The Same to You" in unison, making the church ring with their greeting, and the feeling of good will accentuated when every kiddie received a bag of candy in passing out of the church.

St. James Presbyterians Will Have Interesting Programme

"A New Year's Message" will be the theme of an address to be delivered before the members of St. James Presbyterian Young People's society by Rev. G. H. Barnett, of Manitoba college, at their regular weekly meeting on Wednesday, Jan. 4. At the last meeting of the old year the members formed a snowshoe party and went for a two-hour's hike, visiting on their return the home of Dr. G. W. Knipe where the fifty members of the party were entertained at supper.

For the season of 1822 the following interesting programme has been arranged: Jan. 4, "New Year's Message," Rev. G. H. Barnett speaker; Jan. 11, "Mission Work in the Great Northland" (illustrated), Rev. W. Holmes; Jan. 18, Toboggan party; Jan. 25, "Medical Work in Unorganized Districts of Manitoba," Dr. Ellen M. Douglass; Feb. 1, Devotional night, conducted by Rev. D. M. MacKay; Feb. 8, Concert (vocal and instrumental), arranged by Miss Gladys Manning; Feb. 15, "Bacteria, our friends and foes," Dr. C. H. Monro; Feb. 22, Skating party at Wesley rink, followed by refreshments at the home of Miss Rogers, 353 Home street; March 1, "Trip through Palestine," Prof. F. W. Kerr, Manitoba college; March 8, Spelling bee, leaders, Miss Reilly and A. McEachern; March 15, Hard times social; March 22, "The influence of the public press on the community," J. C. McCallum; March 29, Recital, Miss Edna Sutherland, supported by city talent.

St. Patrick's Sunday School Christmas Tree and Social

The annual supper entertainment for the main school was held at 6.30 p.m. Friday, Dec. 30, about 125 scholars partaking. A concert programme was put on by the scholars for a large crowd of parents and friends. Christmas sketches, choruses, songs and recitations were rendered by the scholars, assisted by Spencer Rodway in the role of "Mystery Man," with sleight of hand and juggling tricks.

Rev. Gilbert Williams thanked the officers and teachers for the very faithful work put in during the past year which had been the result of making this the most successful year in the history of the school. After the distribution of prizes for the banner classes, cups and medals for the winners of sport events put on during the year; also diplomas and other special prizes, the singing of the National Anthem brought the very enjoyable eevnt to a close.

The Christmas tree and entertainment for the primary and intermediate school was held the following Saturday afternoon, starting at 3.30, when the parish hall was packed again by little tots. Jolly Old Santa arrived on time. With the assistance of real fairies, Santa gave each one a good sized stocking of candies, nuts, etc., suitable presents from the prettily decorated tree.

A programme of choruses, songs and games was put on by the tots with a little assistance from two or three teachers, after which cake and jelly were served.

A meeting of unemployed ex-service men is arranged for Thursday at 8 p.m. in room 30, Labor temple, when T. Dunn, Ald. Jones and others will speak.

THE HOME "The Quality Store" ROBINSON & CO THE HOME

051702

Ottawa, Ont. February 3rd. 1922.

Dear Madam:

In the absence of the Honourable Mr. Meighen, who is spending two weeks in the Southern States, I desire to acknowledge your letter of January 29th. extending congratulations on his recent success in Grenville. Mr. Meighen is expected to return about the end of next week, when your communication will have his attention.

Yours faithfully,

Mrs. Perle B. MacKinnon,
Government House,
Charlottetown, P.E.I.

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CANADA

051703

GOVERNMENT HOUSE
CHARLOTTETOWN

Jan 29/22.

Dear Mr Meighen –

Please accept my congratulations not only in winning the Granville seat, but winning it truly. Your presence in the House from its opening will be gratifying not only to all your followers but also to many whose support you did

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not receive on Election
Day. Notwithstanding
Hon. (Baby) Kings'
protest it was well done.

Yours Sincerely,
Peter B. Mackinnon

051704

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CANADA

051705

Ottawa, Ont. February 6th. 1922.

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your congratulatory note of the 27th. ultimo, on the result of the by-election in Grenville. Mr. Meighen left on Friday last for the Southern States, where he is to take a much needed rest for two weeks, after which he returns to Ottawa. Your kindly message will be brought to his attention.

Yours faithfully,

F. J. French, Esq.,

Prescott, Ont.

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051706

Congratulations ?- we certainly have a decent member now as we are all delighted. Thanks to the woman and some help from decent girls. I was so glad Armstrong gave you credit for his getting out.

Maj about 1630.

F.J. Tower

HOUSE OF COMMONS 11 JAN 28 1922 CANADA

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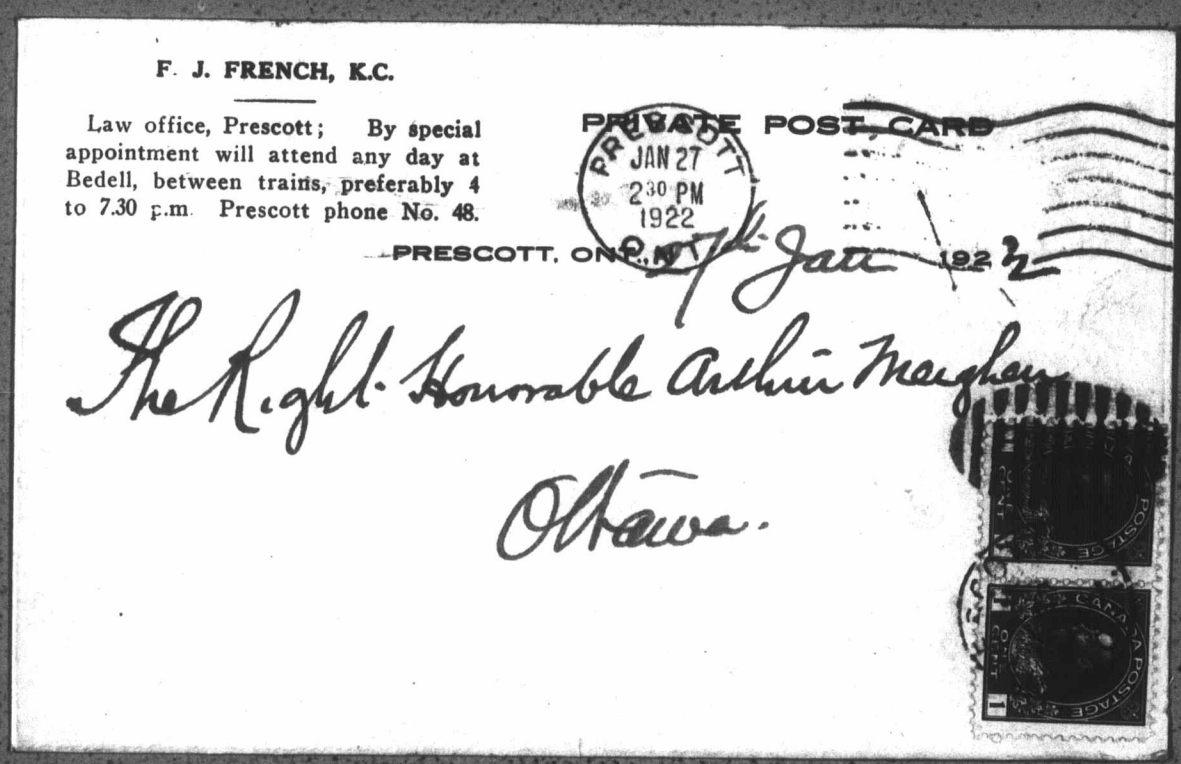

F. J. FRENCH, K.C.

Law office, Prescott; By special appointment will attend any day at Bedell, between trains, preferably 4 to 7.30 p.m. Prescott phone No. 48.

PRIVATE POST CARD

PRESCOTT JAN 27 2.30 PM 1922

PRESCOTT, ONT., 27th Jan 1922

The Right Honorable Arthur Meighen

Ottawa.

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F. ALBERT LABELLE B. S.
NOTAIRE ET COMMISSAIRE | NOTARY AND COMMISSIONER
ARGENT A PRETER | MONEY TO LOAN
PHONE, SHERWOOD 2148.

051707

Hull, Que. 8 fév 1922 192

L'Honorable Arthur Meighen,
Ottawa, Ont.

Honorable Monsieur,

Plusieurs fois après votre victoire dans Grenville j'ai essayé en vain de vous atteindre par téléphone afin de vous offrir mes félicitations et de vous dire toute ma joie de vous revoir victorieux dans l'arène politique. Le comté de Grenville a mieux compris que le reste du pays l'avantage d'être représenté par un homme qui a toutes les qualités et les capacités.

D'ici à quelques jours je me ferai un plaisir d'aller personnellement vous offrir mes hommages.

J'ai reçu votre lettre m'annonçant une convention de vos principaux amis des différentes parties du pays. Je crois l'idée excellente et je crois qu'elle produira d'heureux résultats.

Je vous souhaite tout le succès que vous méritez.

Recevez mes saluts respectueux,

Votre tout dévoué,

F. A. Labelle

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CANADA

051708

Ottawa, Ont. Wahnuary 8th. 1922.

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., and to say that this will be brought to Mr. Meighen's attention upon his return from the Southern States, where he has been spending the past ten days.

Let me say that Mr. Meighen will sincerely appreciate not only your congratulations on the result of the recent by-election in Grenville, but your generous personal references and good wishes for the success of the Party which he has the honour to lead.

Yours faithfully,

Doctor E. Paquet,

Bonaventure, Que.

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CANADA

Roncevaux, 27 janvier 1922

L'Hon. A. Meighen, M.P.

Cher Monsieur,

J'ai suivi connaissance que dans vos paroles et vos actes au sein du Parlement canadien vous rendrez justice à toutes les provinces et à toutes les races. Aussi, il m'est particulièrement agréable de vous offrir mes félicitations à l'occasion de votre victoire dans Grenville.

L'avenir en un avenir meilleur et prochain nous apparait avec cette victoire.

J'ai la ferme espérance de vous voir diriger le grand parti qui a toutes mes sympathies. A mes yeux, la cause conservatrice incarne toutes les aspirations de notre patrie.

051709

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051710

Nous serez là-bas, le véritable défenseur de ces aspirations. C'est là le vœu le plus ardent que je forme à l'occasion de votre victoire.
En terminant je vous souhaite cordialement tout le succès que votre beau talent mérite.

Bien dévoué

Dr. E. Paquet

Bonaventure.

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CANADA

051711

(Translation)

Bonaventure, 27th of January, 1922.

Honourable Arthur Meighen, M.P.

Dear Sir:-

I am convinced that by your words and by your acts in the midst of Canadian Parliament, you shall do justice to all the provinces and to all races. Hence, it is with pleasure that I beg you to accept my congratulations on the occasion of your victory in Grenville.

The hope in a better and near future appears to us with this victory.

I indulge the hope to see you at the head of the great party which has all my sympathies. To my mind, the conservative cause embodies all the aspirations of our country. You will be there the real champion of those aspirations.

It is ~~the~~ my most ardent wish on the occasion of your victory.

I ~~cordially~~ cordially wish you all the success that your splendid talent deserves.

Yours truly,

(Signed) Dr. E. Paquet,

Bonaventure.

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051712

Ottawa, Ont. February 9th. 1922

Dear Sir:

On behalf of Honourable Mr. Meighen, who is at present in the South, and is not expected to return to Ottawa for a few days, I desire to acknowledge your letter of the 8th. February with the accompanying resolution of the Markham Township Liberal-Conservative Association, endorsing the stand taken by the late Administration on the question of the Government ownership of railways, and also congratulating him on his recent success in Grenville, and assuring him of your continued confidence in his leadership.

Permit me to thank you on behalf of Mr. Meighen, whose attention will be called to your letter as soon as he reaches Ottawa.

Yours faithfully,

Jas. A. Gibson, Esq.,
Secretary,
Liberal-Conservative Association,
Unionville, Ont.

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051713

Moved by H H Ball

Seconded by Geo Carruthers

Markham Township.

That Whereas the public ownership of a transcontinental system of railways was carried out by the Union Goverment and later endorsed by Hon Arthur Meighen and his party, this annual meeting of the ~~South York~~ Liberal Conservative party places itself on record as supporting this policy. We further desire to congratulate Hon. Arthur Meighen on his return to Parliament and to assure him of our confidence in him as leader of the Liberal Conservative party and look to him to carry out to its completion the public ownership program as started by the late Government.

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051714

Unionville Feb 8th 1922

Hon Arthur Meighen

Hon and Dear Sir The following Resolution was passed by the Markham Twp Liberal Conservative Association at their annual Meeting on Feb. 6th and instructed the Sec to forward Copy of same to You

Your Obedient Servant
Jas A Gibson
Sec of the Association

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051715

Ottawa, Ont. February 9th. 1922.

Dear Sir:

In the absence of Honourable Mr. Meighen, I beg to acknowledge your undated letter, which will be placed before Mr. Meighen on his return from the South where he has been spending the past two weeks.

On his behalf, I desire to thank you for suggestions, all of which shall have his sympathetic consideration.

Yours faithfully,

James Costello, Esq.,
Box 550,
Sydney Mines, N.S.

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Sydney Mines
N. S Cape Breton

To Right Hon Arthur Meighan
M P for Jaranville

Dear Sir

I must congratulate you on your Victory I am glad to see you returned and I read your last speach which I think you made good when you told them not to Elect you if they did not believe in your Policy. Well Sir down our way it has it effect, I was tell some of the strong liberal's and pointed out some of the great promises that Mr King has promised, the wobies' are not pleased at the finding's of the Minister of Labour, in regard the Gillen award to the Miners, and now is the time to play the game, and this year will be the best year in my opinion, when trade is disjointed to get back your party to the confendence of the people, if the Profaganda is work in the

051716

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Hon Jas Maghan (2) 051717

in the right way through the right channell'. They are many opportunity's that should not be lost, and pushed as soon as possible, in every Coundince and never minds have only one object for Canada, and the people, and the Party, as the men down here talk' a lot on Politices. I think you people should start your drive from the east but keep everything secrete but a second kept on the work done by the Head's that is in my opinion the only way. and they may be a time come when the gouerment will be in a close corner, also we could have the press bang away and the field work's tell the people in his every day's talk rising the war in all corner's about the goverment just as they did with your late goverment you can grasp my Idea: as everything fair in war so the germain's said Now you must excuse me for writing to you as a dicator but I would like to see you bring the Party back to hopes as for

ours

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Hon Mr Meighen 051718

yes the party has been poor handled
and you had not the right workis'
in the field alway' look to the rank
and file and if they are treated right you
can depend they will do the work and
through over, on the quite, some of the
mill stone, that hang on to the party for
thier own selfish end, some of them are
not as good as Judass he hung himself
but they hang on to the silver once
more I ask you to excuse me
for taking up your time which
I know must be busy I remain
your ~~true~~ friend Good Luck to you
James Costello
New agent
Bosc S.S.O

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051719

Ottawa, Ont. February 9th. 1922

Dear Sir:

In the absence of Honourable Mr. Meighen, I beg to acknowledge receipt of your letter of the 4th. February, extending congratulations on his recent election in Grenville and confidence in his leadership.

Mr. Meighen has been spending the past two weeks in the Southern States. He is expected to return to Ottawa in the course of a few days, and immediately on his arrival, your letter will be brought to his attention. You may be assured that he will greatly appreciate the action taken by your Association at its recent meeting.

Yours very truly,

H. R. Fisher, Esq.,
Honorary-Secretary,
Vancouver Conservative Association,
Vancouver, B. C.

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051720

J. C. BYRNE, 1ST VICE-PRESIDENT
CHAS. JONES, 2ND VICE-PRESIDENT
W. R. OWEN, 3RD VICE-PRESIDENT

W. A. CANTELON, PRESIDENT

A. N. DAYKIN, HONORARY TREASURER
N. RIGBY FISHER, HONORARY SECRETARY
DR. J. W. MAHAN, PAST PRESIDENT

VANCOUVER CONSERVATIVE ASSOCIATION

19, 413 Granville St.,
VANCOUVER, B. C.

February 4th 1922.

Rt. Hon. Arthur Meighen, P.C.,
Ottawa, Canada.

Dear Mr. Meighen:-

A largely attended and enthusiastic meeting of the Vancouver Conservative Association was held the Second instant for the election of Officers for the coming year, and to transact other necessary business. The meeting passed the following resolution unanimously and I have been asked to convey it to you with every assurance of good-will and loyalty:

> BE IT RESOLVED that this Annual Meeting of the Vancouver Conservative Association express its satisfaction at the result of the election of the Rt. Hon. Arthur Meighen as Member of the Dominion House of Commons for the Constituency of Granville. And this meeting further extends to him its confidence in him as Leader of the Conservative Party in Canada, and in his early return as Prime Minister of this Dominion.

Yours very sincerely,

N. Rigby Fisher

HON. SECRETARY.

NRF:J

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051721

Ottawa, Ont. February 9th. 1922.

Dear Sir:

Your letter of the 27th. January, addressed to Honourable Mr. Meighen was received in due course, and will be placed before him immediately on his return from the Southern States where he is taking a much needed rest. Mr. Meighen is expected in Ottawa in the course of a few days, when he will devote his entire time and energies to the work which lies before him as Leader of the Opposition.

Your kind congratulations will be received by him with pleasure and satisfaction.

Yours faithfully.

Joseph Girard, Esq.,
St. Gedeon, Que.

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St Théodore, 27/1/ 051722

L'Hon. A. Meighen,
M.P.
Ottawa —

Mon ami

Cher Monsieur,
La nouvelle de votre élection à Iberville nous est arrivée comme un bonne souveraine, et je vous offre en nom des amis nos plus sincères félicitations. Avec vous en chambre nous sommes certains que le bloc de Québec, bâti sur les pires préjugés, le mensonge, la calomnie et les promesses les plus solennels va être démasqué et mis à jour devant le pays, et que le règne de cette abominable organisation ne sera pas long.

Croyez que vous faisant la lutte ne s'est pas enrichie, et sa vieille virago n'a pas

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051723

N'en pas emporté les gens raisonnés.

A moins que Kingsmill mette la patte sur Evrard, son rigorisme peut être bref, nous vous souhaitons la santé nécessaire pour que vous puissiez faire un chemin à travers le pays. Le grand travail qui vous est réservé surtout dans la jeune Province de Québec —

Votre dévoué

[illegible]

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CANADA

051724

(Translation)

St-Gedéon, 27/1/22.

Honourable A.Meighen, M.P.,

OTTAWA.

Dear Sir:-

The news of your election in Grenville came to us as a salutary balm and, on behalf of the friends, I beg you to accept our most sincere congratulations. Now that you shall be in the House, we feel certain that the Quebec block, erected on the worst prejudices, falsehood, slander and most solemn promises, will be unmasked and thrown in daylight before the country, and that the reign of such a nefarious organization will not be long.

In fighting against you, Crerar did not enrich himself, and his old virago did not impose upon reasonable people.

Unless King makes an agreement with Crerar, his reign will be brief, and we wish you the necessary health so that you may accomplish, in the House and through the country, the great task which is devolved upon you, more especially in the pitiful province of Quebec.

Yours truly,

(Signed) Jos. Girard.

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CANADA

Gren.

051725

February 16th, 1922.

Mr. W.A. MacKinnon,
St. Catharines, Ont.

Dear Mr. MacKinnon,-

Upon my return from the South I found your letter of the 9th instant. It was kind indeed of you to write me in these terms.

The contest in Grenville was by no means a difficult one. It is really not hard to make clear to the farmers of Ontario how disastrous to them would be the so-called Progressive policy.

Yours very truly,

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051726

147, Ontario Street,
St. Catharines, Ont.

February 9th: 1922.

The Rt. Hon. Arthur Meighen, M.P.
Ottawa.

(PERSONAL)

Dear Mr. Meighen,

Just a line, now that your personal election matter has been satisfactorily disposed of, to say how very much I regret that your first campaign in the leadership had to be fought under handicaps and responsibilities created almost entirely by others. It is my earnest hope that next time you come before the people of Canada it will be upon your own record and surrounded by men freely chosen by yourself.

It is certainly a great cause for pride to us University men that both the Prime Minister and the Leader of the Opposition are men of old Varsity, and of our own time.

Here's wishing you a long and glorious career.

Yours sincerely,

W. A. MacKinnon

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Grenville

File

051727

Referring to the prodigality of the Government's spending programme, Mr. Meighen dealt with a recent retort of Hon. Ernest Lapointe, in which Mr. Lapointe charged Mr. Meighen with himself urging large expenditures in the County of Grenville. His reply to the Minister of Marine was decisive and vigorous.

"I have just learned to-day", said Mr. Meighen that the Hon. Mr. Lapointe has stated in a speech in Quebec that I took part in urging millions of dollars additional expenditure in the County. I can hardly say that I am surprised at this utterance of the Minister of Marine and Fisheries. Mr. Lapointe's language is usually extravagant and very frequently foreign to the facts and this is only a typical case. I did not nor did the delegation to which he refers ask a dollar of additional expenditure from the Government. The facts are as follows - when the new Welland Canal, which has been under construction for some years, is finally completed, the Government will have to choose a port on the St. Lawrence, at the end of deep water and prepare it when the time comes, as the deep water terminus. That some port has to be ~~xxxx~~ so chosen, no one in the World disputes, and the only question is, where is the best place to locate it? Kingston has been urging its advantages: Prescott has been urging its advantages. The object of the Prescott delegation was

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051728

to show that a transhipment port at that town would be more economical and more serviceable than a transhipment port at Kingston. It would be just as true to say that the delegation was pressing against expenditure - as to say that it was pressing for expenditure. Indeed it was not asking that anything in the way of expenditure be made at present - it was emphasizing the geographical advantages of the port of Prescott over the port of Kingston - when the time came that some port must be selected.

As member for the riding, I was asked to introduce the delegation, which I did.

These are the facts and all the facts, as every one present knows, and as Mr. Lapointe knows. Upon such premises, a Minister of the Crown has sought by an unworthy misrepresentation to bring home to me complicity in the extravagance and incapacity of the present Government.

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051729

Dear Sir:

On behalf of Honourable Mr. Meighen I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorouslyas he could, and he is very gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

William T. McConnell, Esq.,
Kelwood, Man.

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CANADA

051730

1

Kelwood
Mon 27th Jany 22

To The Right Hon
Arthur Meighen M.P.
Ottawa

Dear Sir
I must heartily congratulate you on your success of yesterday. I have been anxiously looking for the result. I was very indeed for your temporary defeat of Dec. 6th but if you had been as perfect as that God on our side was translated & he alone the same would have happened to your friend in thundering unscrupulous party led by an man who was and is only thinking of his own interest. The only comfort I take from it all is that he and his party are not in power altho years are telling on the elite & truth & will be opened to see you based to your old position. You were to well qualified & worthy.

With kindest Regards
I am Very Truly Yours
William Jennings

2

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CANADA

ack. Feb. 15/21 Fen 951731

52 James St. E.
Brockville ont.

Hon Mr Meighen
Ottawa

Dear Mr Meighen
I was very glad to get personal news of you through my nephew Arthur O'Donahoe of Prescott and it is nice to know that you represent Grenville, which is like our own County, really, so closely

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051732

Are Leeds and Grenville
united. I had the Pleasure
of hearing you speak in
Brockville. during your
Compaign and was sory
not to have a littel talk with
you. this letter is to wish you
every success. and to send
my greetings to
Mrs Meighen. and the
Children Sincerly yours
Ellen O-Donahoe

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051733

Ottawa, Ontario,
January 13th, 1922.

Hon. Senator Sir George E. Foster,
Royal Insurance Building,
2, Place d'Armes,
Montreal.

My dear Senator Foster:

I have your letter of the 12th instant and thank you for the information.

I have no doubt at all that the Toronto crowd will want to make as stiff a fight against me as they can. It is my belief that the Liberals will unite with the Farmers on Voting day. It happened that in Grenville County the United Farmers vote was nearly all taken from the Liberals in the last contest, consequently they are very confident of making the fight rather serious, or greatly reducing the majority. Previous to the last election the majority did not reach one thousand and I feel confident we will have a majority not far from that, if not more. I may be mistaken.

I am writing Mr. Benson to-day. He had already written me.

Yours very truly,

AM/AHK.

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051734

Telephone MAIN 4997-4998

Cable Address "ARCFOST"

Foster, Mann, Place, Mackinnon, Hackett and Mulvena.
Advocates, Barristers, etc.

GEORGE G. FOSTER, K.C.
J. A. MANN, K.C.
EDSON G. PLACE
C. G. MACKINNON, K.C.
JOHN T. HACKETT, K.C.
H. R. MULVENA
F. PHILIPPE BRAIS
GEORGE B. FOSTER

Royal Insurance Building
2 Place d'Armes

Montreal January 12th, 1922.

The Right Honorable,
Arthur Meighen,
O t t a w a.

Dear Mr. Meighen: PRIVATE.

I was in Toronto for a couple of days, and, while I have no doubt that the Grits have no intention or wish to oppose you, I was given to understand that the Farmers would make a serious opposition,- how serious I have no personal knowledge, but as serious as they can make it.

If you have a fight, there is one important man here who could be of service to you, and it would be good business to write him a letter, and indicate that you depend a great deal on his assistance. He is head of the Starch Company at Prescott , and, while he was opposed to Reid, on personal grounds, he is one of your sincere friends. His address is George F. Benson, 15 Ontario Avenue, and, while he will do what he can without a letter, I am quite sure he is one of those men to whom a letter will do good.

Yours sincerely,

Geo. Foster

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CANADA

051735

Meyer.

Ottawa, Ont. January 18th. 1922.

My dear Sir Frederick:

Would you be so good as to let me have a copy of your address recently delivered before the Canadian Bankers Association.

Yours very truly,

Sir Frederick William Taylor,
Bank of Montreal,
Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051736

February 15th,1922.

Sir Frederick Williams Taylor,
Montreal, P.Q.

My dear Sir Frederick,-

Upon my return from the South I found your letter of the 2nd instant, and wish to thank you very much for your kind words.

The contest in Grenville was by no means a difficult one. It is really not hard to make clear to the farmers of Ontario how disastrous to them would be the so-called Progressive policy.

With every good wish, believe me,

Yours sincerely,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051737

F.W-T.

TELEPHONE
UPTOWN 4400.

686 MOUNTAIN STREET,
MONTREAL.

Second
February
1922

Dear Mr. Meighen,

An overlooked note in my diary makes me fear that I may not have sent you a word on your election to Parliament, as naturally I intended. Please accept the excuses of an extremely busy man, but one not too busy to know that your return to the House of Commons is a matter of vital importance to this country and that therefore you should receive hearty encouragement from every thinking Canadian in these serious times.

Apart from my own satisfaction in the knowledge that you will lead the Opposition, I feel I am justified in expressing the feeling common throughout the land, that your occupancy of that important position will be a safeguard to the Dominion in the troublesome days ahead of us.

I may tell you quite frankly and without wishing to pay an undue compliment, that nothing gives me more confidence in the future of this country than that a man of your calibre should be found in these dark days to devote his time, energies and abilities to the public interest.

With every good wish and with kind regards to Mrs. Meighen, believe me, my dear Mr. Meighen,

Yours sincerely,

F. William Taylor

The Right Honourable Arthur Meighen, P.C., M.P.,
House of Commons,
Ottawa, Ont.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051738

Head Office
Bank of Montreal
Montreal

Personal

Twentieth
January
1 9 2 2

My dear Mr. Meighen,

As desired, I send you under separate cover a half dozen copies of my paper on "Canada's Advantages".

The fears I have expressed since my arrival in Canada from London in January, 1914, that Canada was heading for trouble have fructified so cruelly that I felt this year that the time had come to strike a new note. Hence the article in question, which has attracted great attention in England and the United States as well as at home. THE LONDON TIMES quoted me in full.

With my very best regards and best wishes, believe me, my dear Mr. Meighen,

Yours sincerely,

F. William Lawler

The Right Honourable Arthur Meighen, P.C.,
House of Commons,
Ottawa, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

21 RAR 12 PD

MONTREAL DEC 31/21

RIGHT HONOURABLE ARTHUR MEIGHEN

OTTAWA ONT

EVERY GOOD WISH FOR THE NEW YEAR TO YOU AND MRS MEIGHEN

FREDERICK WILLIAMS TAYLOR

1016 A

Answ'd Jany 3/22

051739

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

65374

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

A32 RN. A. 23.

TORONTO, ONT., JAN. 27TH-22.

HON. ARTHUR MEIGHEN., PARLIAMENT BUILDINGS.,

OTTAWA, ONT.

T. N. PHELAN IS SPEAKING IN OTTAWA TOMORROW AT K. OF C.,

LUNCHEON. I HAVE ASKED HIM TO GET IN TOUCH WITH YOU.

H. J. DALY.

949 PM. 27TH.

051740

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

PUBLIC ARCHIVES

ARCHIVES PUBLIQUES

CANADA

CABLES: "IETO" VANCOUVER
CODES: A.B.C. 5TH EDITION

PRESIDENT:
COL. G. DOUGLAS HAMILTON

TELEPHONE:
SEYMOUR 8626

05174

INTER-EMPIRE TRADE ORGANIZATION OF CANADA

INCORPORATED

(A NATIONAL AND PATRIOTIC ASSOCIATION)

HEAD OFFICE:
10TH FLOOR METROPOLITAN BUILDING
VANCOUVER, BRITISH COLUMBIA

January 28th 1922.

The Right Honourable,
Arthur Meighen, M,P.
House of Commons,
Ottawa, Ont.

Dear Sir:-

I have the honour to acknowledge the receipt of your very courteous letter of January 20th, for which I thank you.

I was more than delighted to learn from the Newspapers yesterday of your success in the election at Grenville, and to know that you are once more installed in the arms of the Government of the Dominion of Canada, and that your untiring efforts of the past for the welbeing of this Dominion, and its people, have not been in vain. As a consequence of this delightful news, I immediately called a meeting of the members of this Organization, (all of whom are your supporters), and was authorized to send you the telegram which you have now undoubtedly received.

I would like to take this opportunity of thanking you for your kind suggestion re-taking the matter of recognization of this Organization up personally with the Prime Minister; and I am officially placing the matter, before him for consideration.

I have pointed out to my Directors the great interest you have taken in the work of this organization during the time you were Prime Minister of Canada; especially during the time it was in the throes of birth; and the strength and encouragement I have personally received through your courtesy and sympathy of a cause that is of such vital impottance to our Empire, especially to the Dominion of Canada; and as a result of this meeting, I am authorized, and take the liberty of enclosing to you a certificate of Honorary Membership for the Dominion of Canada. which I trust you will be kind enough to accept thgether with the honorary membership of the Right Honourable David Lloyd George, Prime Minister of Great Britain, The Right Honourable, W,F,Massey, Prime Minister

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

 051742

of New Zealand, The Right Honourable, W,M,Hughes, Prime Minister of Australia, and General, The Right Honourable J,C,Smuts, Prime Minister of the Union of South Africa.

As I have already stated, strong arms and willing hearts are now ready with men and money to use every effort in order that they may carry out the great objective of making the Empire self supporting and self-sustaining, and as far as possible independent of foreign nations; and I am sure you will agree with me Sir, that with proper management, foresight, development of our natural resources to the fullest extent, this great objective can be gained.

The eyes of the British Empire are now centred on the Dominion of Canada; the overseas Dominions are hungry for Canadian trade; the Empire capitalist is more than willing to put his capital into Canada, in order to make this Dominion the trade centre of the Empire providing such capital in the future shall be protected; and I can assure you that in spite of all obstacles that may arise, this organization will use every ounce of energy, and every available dollar in order to carry out these objectives.

We are submitting the application completed to the Dominion Government for a charter as a National and Patriotic Association; and in an interview with the Hon, Dr King, Minister of Public Works, who appears to be very enthusiastic over the movement, and who has now left for Ottawa to take up his duties as Minister of Public Works in the Dominion Cabinet, has promised to do all in his power to further the interests of the Organization.

I must not further encroach on your valuable time, but we are confident that you will do all in your power to further the interests of this organization whenever an opportunity occurs. This Organization is free from all party politics; and its chief aim is, and which has already been carried out, to lay the foundation of peace and prosperity, not only for Canada, but also for every other part of the British Empire.

Canada, with her population of about nine millions must be vastly increased; the wealth of Canada's vast resources must be adequately worked; her unproductive lands must be cultivated to the fullest extent, and with the co-operation of the Canadian Government, together with the support of the Imperial Government, and the Government of her overseas Dominions, the day will come when Canada will take her place as one of the most prosperous Nations in the world. The protection of our Industrial life, means the protection of our National dignity and honour; and we must protect it with the same loyalty and patriotism as the sons of Canada defended her dignity and honour through the terrible years of war.

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CANADA

051743

... 3 ...

Once ~~more~~ assuring you of our deep appreciation for the interest you have taken in this most vital cause, and also assuring you of our support at all times, with all good wishes for your health and prosperity,

I have the honour to remain

Sir,

Yours most obediently,

G. Douglas Hamilton.

Acknowledge receipt with thanks & file

Clerk

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PUBLIC ARCHIVES
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CANADA

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051744

Inter-Empire Trade Organization

INCORPORATED

(A National and Imperial Association)

MEMBERSHIP CERTIFICATE

This is to certify that The Right Honourable Arthur Meighen M.P.
has been duly elected Honorary Member of the
Inter-Empire Trade Organization.
for the Dominion of Canada.

In witness thereof *the said Organization has caused this certificate to be signed by its duly authorized Officers.*

This Twenty-Seventh day of January A.D. 1922

D. F. Morrice
SECRETARY

G. Douglas Hamilton
PRESIDENT

051745

Ottawa, Ont. January 30th. 1922

Dear Sir:

In the absence of Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. instant, extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

A. G. Brown, Esq.,

Watford, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051746

Watford 27th Jany 1922

Hon Arthur Meighen
Ottawa

Dear Sir

Most hearty congratulations over your success yesterday - all the best people are behind you and before long the others will fall in line too.

Yours faithfully

A. S. Brown

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051747

Ottawa, Ont. January 30th. 1922.

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. January, which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavor to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is very gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

R. C. Henders, Esq.,

243 Belvidere Street,

Winnipeg, Manitoba.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051748

Nat.

243 Belvidere St. Winnipeg.
Jan 27, 1922

Dear Mr. Meighen.

Permit me to offer my warmest congratulations on your splendid victory. I sincerely hope that we may take it as an indication of a return to saner lines of political thought and action.

It was a pleasure for me to get your letter of a few days ago. Even though I felt that there was a note running through it that did not sound ultra optomistic yet there was sufficient to assure me that you were on the job. and now I only

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2

051749

hope that your way may open to the recognized leadership of the opposition and that before many hours we may see a public announcement to that effect.

In view of what has taken place between Mr Crerar and Mr Mackenzie King. I do not see how he (Crerar) could think of taking such position. Should he do so it would be opposition in name only and could not be of real value.

I note what you say about coming west before long. A visit from you would

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CANADA

051750

be of real value to our province and some of us will give you a very warm welcome. There are many things which ought to be gone into, and some programme had better be planned very soon or we will lose the organization that has been gathered together. Next week as you no doubt have noticed, we are to have great doings in our City. I hope to get in touch with as many as possible and would be glad to do any missionary work possible.

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051751

I hope that you will be able to get a little rest after your very strenuous work, and that you may be in the best of shape physically by the time the Horse opens.

Sincerely yours

R. L. Henders

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051752

Ottawa, Ont. January 31st. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 28th. instant, which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

J. B. Holden, Esq.,

Vegreville, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051753

1/

J. B. Holden
LIMITED
FARM LANDS
VEGREVILLE, ALTA. January 27th 1922

Hon Arthur Meighen
Ottawa Ontario.

My Dear Meighen.

I assure you I was pleased to learn of your election for the constituency of Grenville. yesterday.

we your supporters in the Province of Alberta. are delighted to have you in the house of Commons. to look after the principle you stand for.

it will also put new life into the supporters of the National Liberal and Conservative party. throught the Dominion. and we are confident you will give a good account if yourself during the coming session.

my Dear Meighen it is simply hell to have to live in a Province where we are dictated to by Boss Woods from Missouri.

I will be pleased to hear from you from time to time. regarding matters of intrest to the party. and if I can be of any assistance to you at any time just speak.

yours Faithfully
J B Holden

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051754

Ottawa, Ont. January 31st. 1922.

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your letter of the 28th. that., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

Wm. A. Robinson, Esq.,
Cannington, Ont.

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ARCHIVES PUBLIQUES
CANADA

051755

ESTABLISHED 1870

THE ONTARIO GLEANER

PHONE 8, ROBINSON BUILDING

WM A ROBINSON J. P. PUBLISHER

CANNINGTON, ONTARIO

Cannington, Jan. 28th, 1922

Hon. Arthur Meighen M.P.,
House of Commons,
Ottawa, Canada

Dear Meighen, —

Hearty congratulations on your election in Grenville County, and your return to the House of Commons of Canada, from one who admire you as a Canadian Statesman.

Yours very truly

Wm. A. Robinson

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051756

Ottawa, Ont. February 1st. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 28th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on theresult of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Yours faithfully,

Geo. A. Dinsworthy, Esq.,
Scott, Hill & Company,
Winnipeg, Man.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

R. A. SCOTT H. HILL J. J. SCOTT

051757

HOUSE SELLING DEPT., EXCHANGE DEPT., BUSINESS BROKERS DEPT. AND RENTAL DEPT.
ALL AT YOUR SERVICE

(1)

FARM LANDS IS OUR SPECIALTY
BLOCKS OF LAND
CATTLE RANCHES
IMPROVED AND EQUIPPED FARMS
MARKET GARDENS

SCOTT, HILL & CO.

REAL ESTATE SPECIALISTS
FINANCIAL AND RENTAL AGENTS

EXPERT REAL ESTATE VALUATORS
HOUSE SPECIALISTS
EXCHANGES OF ALL KINDS MADE
BUSINESS' FOR SALE
MONEY TO LOAN

BUSINESS TELEPHONES
A..1325
A..1326
A..1327

22 C.P.R. OFFICE BUILDING
CORNER PORTAGE AVENUE AND MAIN STREET
WINNIPEG, CANADA

Jany. 27th. 1922.

Hon. Arthur Meighen,
C/o Parliament Bldgs,
Ottawa, Ont.

Dear Friend:-

Congratulations on your large majority, we were very anxious till the result came, wishing you the height of success, is the earnest wish of.

Your Friend,

Geo. A. Quinnorty

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051758

Ottawa, Ont. February 1st. 1922

Dear Mr. Senn:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is very gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

M. C. Senn, Esq., M.P.,
Caledonia, R.R.3.
Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

(1)

0517 Cayuga R.R.3. Jan 27th 1904

Hon. Arthur Meighen.
Ottawa.

Dear Sir.

Please accept my hearty Congratulations upon your splendid victory Yesterday. The people of this county followed the course of your Campaign very closely and are much pleased with the result.

I hope to express my pleasure at your success in person when we meet.

Yours Sincerely
M. C. Senn.
Haldimand Co.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051760

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

H. C. Bellew, Esq.,
Liberal Conservative Party of Canada,
P. O. Box 282,
Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

P. O. BOX 282 05176 TEL. MAIN 2776

HON.-PRESIDENTS,
SIR LOUIS O. TAILLON,
HON. ROBERT ROGERS.

JOINT CHAIRMEN
H. C. BELLEW,
R. MONTY, K. C.,

PROVINCE OF QUEBEC SECTION

The Liberal-Conservative Party of Canada

TEMPORARY HEADQUARTERS
SUITE No. 14. 6 ST-SACRAMENT ST.
MONTREAL

MANAGING COMMITTEE
H. C. BELLEW,
R. MONTY, K. C.
J. H. SHERRARD,
ARTHUR BROSSARD, K. C.,
ARTHUR LALONDE,
CHARLES EMARD.

January 27th 1922.

The Rt. Hon. Arthur Meighen, K.C., P.C., M.P.,
Ottawa. Ont.

My Dear Mr. Meighen:-

I wish to sincerely congratulate you on your splendid victory in Grenville County yesterday.

As one of the "Old Guard" to go from this "solid liberal block" province of Quebec, I will now look forward to a speedy change from our extraordinary condition here, as under your able leadership I feel it will not be very long before the true blue Conservative Party will come into its own and in the sweep Quebec will redeem itself in the eyes of Canada.

Wishing you good health and every success, I remain,

Yours sincerely,

H. C. Bellew.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051762

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 28th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

W. H. Greenwood, Esq.,

National Club,

TORONTO, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051763

TORONTO, January 28,1922

Rt. Hon. Arthur Meighen, K. C., M.P.
21 Cooper Street,
OTTAWA, C A N A D A

Dear Meighen:

Grenville did a good day's work for Canada on Thursday. Jim Douglas told me you were in to see him yesterday. That was a good move. The Douglas' consider you very highly for a reason, among others, which I will tell you when we meet.

I hope you will be able to take a couple of weeks now, away from thought of politics and get yourself into shape for the meeting of the House.

Thursday cleared the atmosphere pretty much here but there is an undercurrent, that is hard to define, that is not very enthusiastic for some of my friends.

Yours faithfully,

W.H. Greenwood.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051764

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on behalf of the West Algoma Conservative Club on the result of the recent by-election in Grenville, and also the enclosed membership card. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that the very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

F. J. Davey, Esq.,
President,
West Algoma Conservative Club,
Sault Ste. Marie, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

MEMBERSHIP CARD No. 2

THIS IS TO CERTIFY THAT

MR. Hon. Arthur Meighen

IS A MEMBER OF THE

West - Algoma - Conservative - Club

WITH FEES PAID FOR YEAR 1922

Club Rooms Queen St. - - Sault Ste. Marie, Ont.

W. H. Birks Sec.-Treas.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

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ARCHIVES PUBLIQUES
CANADA

051766

Sault Ste Marie Ontario,
January 27th,1922

The Right Horourable Arthur Meighen,
Ottawa Ontario,
Right Honourable Sir,-

The West Algoma Conservative Club,desire to take this opportunity of congratulating you on your election in Grenville by such a handsome majority.

They sincerely regret that after the magnificent fight which you personally made during the last General Election,that it should have been necessary for you to contest the seat in Grenville. However the electors have shown by their majority,that they have the most implicit confidence in your ability,integrity,and the principals which you have continued to advocate.

This Club feels,as leader of the opposition in the forthcoming Parliment,you will be in a position to be of inestimable value, to the country,and assure you,Horourable Sir,that you will always continue to have the support of this Club.

Yours very truly,

T. J. Davey
President

W. H. Binks
Sect-Treas.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051767

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honouable Mr. Meighen who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ultimo, extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

A. I. Morrison, Esq.,

The Morison Agency,

Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051768

PHONE: UPTOWN ~~1102~~ 4119

THE MORISON AGENCY

OFFICE: ~~502 UNION AVENUE~~

MONTREAL

Room 204
121 Bishop Street

27th. January 1922.

The Rt. Hon. Arthur Meighen.
Ottawa. Ont.

Dear Mr Meighen:-

Allow me to congratulate you on your splendid Victory in Grenville.

Your English Speaking Supporters have been holding weekly meetings ever since the 6th. December, and at their meeting held last Wednesday forwarded you a telegram wishing you success, and will, I am sure be delighted at your Victory, and you return to the House of Commons.

Yours very truly,

A. J. Morison.

I.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051769

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where h eis to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

G. C. Wilson, Esq., M.P.,

DUNDAS, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051770-

G.C. Graham MP

House of Commons
Canada

Dundas Jany 27/22

Hon Arthur Meighen
Ottawa

Dear Arthur.

Congratulations on your splendid victory. The Dominion of Canada has every reason to be proud of the common sense of the electors of Grenville as expressed at the polls. The Conservative Party, under your able and patriotic leadership will soon assert itself in the best interests of Canada and the Empire. Your supporters in the House may not be as numerous as those of King or Crerar but they have more reason for demonstrating their unswerving loyalty to a leader whose policy was clear cut and whose superior ability is unquestioned, rather than the vacillating & little stepping attitude of the other two. Under your leadership I will be proud to serve. Sincerely Yours G. Wilson

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051771

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

- In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending your congratulations on the result of the recent by-electionin Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

A. J. Anderson, Esq.,
Anderson & McMaster,
225 Mavety Street,
TORONTO, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051772

Anderson & McMaster,
Barristers, Solicitors, Notaries.
A. J. Anderson. W. A. McMaster.
A. M. Anderson

Telephones, Jct. 200-201.
Rountree Building,
225 Mavety Street - 2881 Dundas Street West,
Toronto, Ont.

Jany 27/22

Rt Hon Arthur Meighen
Parliament Bldg
Ottawa.

Dear Sir -

Allow me to congratulate you on your election yesterday by such a satisfactory vote. It is another evidence of what the Canadian Electors think of you. We have every confidence in the service you will give as leader of the Opposition, and we have also a strong hope (with much assurance from your past record) that you will in a short period lead the Conservative party to victory in the Dominion. I wish you every success, and that good health may be your lot to carry you through -

Yours Sincerely
A J Anderson

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051773

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

William Robertson, Esq.,

Messrs. Robertson & Company,

233 St. James Street,

Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

THE MO
0-61774
N'S MIRR
EN ALL INTERESTS O

Original Poems

Can you write an original poem? If you have an idea (either grave or gay) and can express it in verse, send it along with your name, addressed to "Betty," c/o Montreal Herald, when, providing it comes up to a certain standard, and is not more than 30 lines in length, it will be put in print. Contributions, it is to be understood, are voluntary.

BURNS' BIRTHDAY.

January 25th, 1749.

The Jan'uar wind that cauld dis blaw,
An' bringin' wi it sleet an' snaw,
Remindin' us baith ane an' a',
The day that Burns the licht first saw.

An' a' that speak the Scottish tongue,
Ower a' the warl baith auld an' young,
Let a' your praises noo be sung,
Tae him wha Scotia's lyre strung.

His name an' fame abroad is spread,
His poems by a' nations read,
His sangs they mak' the hert be gled
When'er their true sweet notes are heard.

Tae him a' honors gae this day,
An' sing thegither "Scots Wha Hae."
O' Rab there's nocht that we'll gainsay,
Wha bore the ills o' life's rough way.

While in this life his ae desire,
Wis that Auld Scotland should rise higher,
An' wi' his patriotic fire,
He strung oor hearts wi' Scottish lyre.

An' some there are that will him chide,
An' try his virtues there tae hide,
But their remarks we'll turn aside,
An' sound his praises faur an' wide.

In Scotland gin ye should be there,
Gae veesit the auld toon o' Ayr.
The cot is kep wi' muckle care,
The same as whan oor Rab wis there.

Ye'll see the "Banks o' Bonnie Doon,"
An' monuments tae him a' roon,
The "Auld Brig" ance near fa'in doon,
Is noo a credit tae the toon.

The river an' its banks sae fair,
There wis nae place tae Burns like Ayr.
Sae I'd advise ye tae gang there
An' ye'll hae pleesures great an' mair.

A. A. SINCLAIR.

---

and is again ith His Royal ghness
his tour, was
Ch

MITCHELL PAPERS, Series 3 (R.G. 26, I, Volume 30)

PUBLIC ARCHIVES
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CANADA

051775

TELEPHONE MAIN 2007

ROBERTSON & CO.

IMPORTERS AND MANUFACTURERS OF

HATS, CAPS AND FURS

ESTABLISHED 1874.

ST. JAMES HAT AND FUR STORE

233 ST. JAMES STREET

MONTREAL, January 27 1921

Right-Hon. A. Meighen
Ottawa

Dear Mr Meighen It would be superfluous to say, I am well pleased at your Election for you know I am, and even the thinking among the Liberals, and the Hoof Hearted Progressives of the West, and all true Canadians who have the true interests of their country at heart, although their foresight is not as far reaching as some others, you know the Majority of People's hind sight is much clearer than their foresight. I make this prophesy or Prediction, "Viz That you will be a greater power in not only Canada, but in the Council of the Civilized Nations, than you have even been before for the Good of Humanity" The world does not yet realize how much you, your knowledge and trained brains are necessary for their welfare, but in a short time they will. Canada is to be congratulated, on your Victory of Yesterday,

Yours Very Respectfully
Wm Robertson.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051776

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 30th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

G. A. Helson, Esq.,
Hotel Palliser,
Calgary, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051777

1

FLANAGAN HOTEL

SASKATOON HOTEL CO., LTD., PROPS.

SASKATOON, SASK.

Jany 30th/22

Hon Arthur Meighen
Ottawa Ont -

Hon and Dear Mr Meighen

I have not written you since your and our horrible defeat on Dec the 6th Election day.

I took the expressed will of the people on that day with the best grace I could command believing it to be the best form of electing our representatives. I could not nor I can not yet take kindly to two events. One was your defeat in your own constituency. The other the putting a man in the field to oppose you in Grenville.

I congratulate you, I congratulate Grenville constituency, I congratulate Canada, its parliament and its government in having you again in the House of Commons.

This is not flattery but sincere, heartfelt joy and rejoicing on my part. I believe it would have been a fatal mistake to have left you out, or let you be left out.

You will remember with amusement my "wild and wide-of-the-mark" guess of the results of the Election on Dec 6th.

Today I went exhaustively into the discussion of your wheat policy with one of our outstanding millers. He said your policy was all that could be desired by any sane or honest miller or Farmer. I think so too and I hope it goes through and placed to your credit. His only uncertainty was that in the course of competition it is to the advantage of any one miller to keep his purchase price of wheat away from his competitors as far as possible and question whether the Govt Selling Office can keep that matter a secret long enough to enable the miller to put his product on the market

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PUBLIC ARCHIVES
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CANADA

2

051778

FLANAGAN HOTEL

SASKATOON HOTEL CO., LTD., PROPS.

SASKATOON, SASK.

All the other features of the Bill and all the process of handling the grain seems to be well received by this man & he in turn says by the trade.

That it will eliminate many of the awkward and expensive elements of danger and unfairness to both the producer and consumer.

Some day I would like to discuss with you a remark made in my presence by two broker office officials, one from the Morgan interests in N.Y. and the other holding a similar position in Toronto.

If these remarks are correct, it not to be wondered that our industrial enterprises are finding difficulty in conducting let alone expanding their business.

Again congratulating you upon your splendid victory in Grenville Yours Election

Remain Yours most respectfully

G. A. Nelson

Next Address
Palliser Hotel Calgary Alberta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051779

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 3rd. instant, extending congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

M. E. Maybee, Esq., M.P.,
Highland View Farm,
Trenton, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

051780

M. E. MAYBEE
BREEDER OF
HOLSTEIN-FRESIAN CATTLE
YORKSHIRE SWINE

HIGHLAND VIEW FARM

PHONE
WOOLER CENTRAL

HOLSTEIN MILK
Health, Vitality, Nutrition

R. R. NO. 6

Trenton, Ont. Jan 31/22

Hon. Arthur Meighen
Ottawa, Ont.

My Dear Sir, accept heartiest congratulations on your splendid majority at the polls on the 26th.

We are delighted at the prospect of your leadership in the house.

Respectfully
M. E. Maybee

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051781

Ottawa, Ont. February 8th. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of 3rd. instant, extending congratulations on behalf of the Quebec and District Federated Society of Workmen on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

J. Ampleman, Esq.,
President of the General Board,
Quebec & District Deferated Society
of Workmen, Inc.,
Quebec, P. Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051782

FONDÉE EN JUIN, 1916
FOUNDED IN JUNE, 1916

INCORPORÉE EN JUIN, 1917
INCORPORATED IN JUNE, 1917

La Société Fédérée des Travailleurs de Québec et du District, Incorporée

Quebec and District Federated Society of Workmen, Incorporated

Québec, February 3rd 1922

Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

Honorable Sir,

At the last regular meeting of the General Board of Management of the Quebec and District Federated Society of Workmen Incorporated, a resolution was unanimously adopted and ordered to be inserted on the Minutes Book, congratulating you on your recent reelection as member of the Federal Parliament of Canada.

We are,

Honorable Sir,

Yours most respectfully,

Quebec and District Federated Society of Workmen, Incorporated.

Francis J. Petitclerc
Secretary of
The General Board.

President of
The General Board,
J. C. Ampleman

College Station, Beauport, Que.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051783

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

H. A. Mackie, Esq.,

312 McLeod Building,

Edmonton, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051784

CORMACK & MACKIE
BARRISTERS, SOLICITORS AND NOTARIES

JOHN CORMACK, K.C. H. A. MACKIE, ~~M.P.~~ K.C.

312 McLEOD BUILDING
EDMONTON, ALBERTA
Canada

PHONE 1642

January 27th 1922.

PLEASE REFER TO FILE NUMBER

YOUR NUMBER

Honourable Arthur Meighen,
House of Commons,
O t t a w a.

Dear Mr. Meighen:-

I would have wired you my happiness at your success of yesterday but having regard to the fact that necessity made stools and luxury arm chairs and sofas, I adopted Solomon's wisdom of not being so early and open to praise and hence convey to you my honest feelings by slow, secret and cheap methods. He says: "He that praiseth his friend aloud, rising early, it shall be to him no better than a curse."

"In as much as" you are "the apostle of the Gentiles I magnify" your "office". As to Arthur Meighen, since the gods decreed it I am sincerely happy. May Arthur Meighen and the apostle bring contempt and scorn towards the catch-polls in office,

Yours faithfully,

H. A. Mackie

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051785

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 28th. ult., extending congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

William Woollatt, Esq.,
The Essex Terminal Railway Company,
Walkerville,
Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051786

THE ESSEX TERMINAL RAILWAY COMPANY

GENERAL OFFICES

WALKERVILLE, ONT. 30th Jany/22

Rt Hon Arthur Meighen M.P.
Ottawa Ont

My dear Mr Meighen.

accept sincere congratulations of your many true & loyal friends here on your noted victory on 26th - and we do wish you continued success. If ever Canada needed you she will during the immediate future; and I earnestly pray that you may have strength and wisdom to press for the preservation of the excellent legislation your Government passed and to prevent any "deals" which will be detrimental to the best interests of our beloved Country. God bless you.

Sincere & kindest regards to you & Mrs Meighen

Faithfully Yours

Wm Woollatt

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051787

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

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Yours faithfully,

George Mitchell, Esq.,

COBALT, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051788

GEORGE MITCHELL
BARRISTER, SOLICITOR
NOTARY PUBLIC, &c.

COBALT, ONTARIO,
CANADA

January 30, 1922.

The Rt. Honourable Mr. Arthur meighn,
Ottawa, Ontario.

Dear Mr. Meighen:

I was very pleased to hear that you were elected with such a substantial majority in Grenville. This County, as you know, adjoins the County of Leeds where I was born and from where the substantial conservatives come as well as from other good parts of Canada.

I trust that the hyphenated parties will disappear and that the word "Conservative Party" will be the name of the Party which you lead.

Wishing you every success, I am,

Sincerely yours,

GM/M

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051789

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 28th. ult., which will be placed before him immediately on his return from the Southern States, where he has gone for a much needed rest.

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Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

Charles T. Woodside, Esq.,
312 Leeson-Lineham Building,
Calgary,
Alta.

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PUBLIC ARCHIVES
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051790

Phone M 5090

CHARLES T. WOODSIDE

WHOLESALE

Grocery Broker, Commission Merchant and Manufacturers Agent

312-313 Leeson-Lineham Bldg.

Calgary, CANADA

Jan.28/22.

Hon.Arthur Meighen

Ottawa. Can.

Dear Arthur:-

Congratulations on winning the Ontario seat. A prophet has no honor in his own country, a fellow has to go to some more or less new place to be shewn proper appreciation. I am very glad indeed that you were able to arrange it so that you could go back and also that you could go back for the opening. That Progressive crowd are a very greedy bunch, they cant see farther ahead than their own nose. The Alberta farmers organization have just consluded a convention here and I think Wood put himself in very bad with the Press as a result of some remarks he was short sighted enough to make. They will make life miserable for him from now on, and will finally get him.

Kind regards from Nettie also - it wont be long till we will all be calling you Premier again. Good Luck.

Sinwerely

C. Woodside

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051791

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

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Yours faithfully.

Lt.-Colonel B. D. Wallace,
The Island Park Nurseries, Ltd.,
Portage la Prairie,
Manitoba.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

A. M. WALLACE, President.

LIEUT.-COL. B. D. WALLACE, Managing Director.

051792

The Island Park Nurseries Limited

1/

Portage la-Prairie, Man., Jan. 28: 22 192

The Honourable Arthur Meighen

Ottawa Ont.

Dear Mr. Meighen:-

We were terribly disappointed at the result of your election here, but we are glad to know, you had such a magnificent victory in the East, which goes to show, the people of Canada, still appreciate your services, and while the people of Portage did fairly well, the fool farmers, and those cursed Frenchmen to the east, had too many ballots for us, however you can rest assured, that you have lots of friends in Portage, and surrounding country. We will watch all your successes, with a great deal of pleasure, and we believe the time is not far distant, when the people of Canada, will again place you at the helm of State.

In conclusion I wish you every success, and may God bless you in all your efforts, in the interests of good government.

Yours Respectfully

Lt. Col. B. D. Wallace

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051793

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours very truly,

The Honourable Mr. Justice Biglow,

Regina, Sask.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051794

COURT OF KING'S BENCH
SASKATCHEWAN

Regina January 27th/22

Dear Mr. Meighen — I am so delighted at your return to Parliament — that perhaps I may be excused for forgetting that I was once interested in politics, & sending you my hearty congratulations: tho' I think the people of Canada who should be congratulated in having you in Parliament — you experienced in Portage was the same as Sir Robert Borden when he was defeated in Halifax. I was then a resident of Nova Scotia & well remember how we were alarmed lest we should lose his services in Parliament — It may be some satisfaction to you that many prominent Liberals in Regina have expressed satisfaction with your return — long may you long enjoy good health, & have no doubt that it — and a matter of time when the people of Canada will want your services as Prime Minister again — Yours sincerely

H. B. Bigelow

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051795

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 28th. ult., extending congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

Doctor T. H. Blow,

212 - 7th. Avenue, West,

Calgary, Alta.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051796

Y

PERSONAL Jan. 27-22.

The Rt. Hon. Arthur Meighen,
Ottawa, Ont.

My dear friend:

Last evening brought me pleasures regarding your election in Grenville. I rather expected my old High School Town, Kempville, would give you a larger majority. However, I think it is safe to say that that is the lowest majority that you will ever receive in that good old reliable conservative constituency.

Give my best regards to Howard the first time you see him.

With best wishes, I remain,

Yours truly,

T H Blow

Dr. T. H. Blow,
212 7th Ave. W.,
Calgary, Alta.

THB/GC.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051797

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ultimo, extending your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully.

John D. Flavelle, Esq.,

Flavelles, Limited,

Lindsay, Ont.

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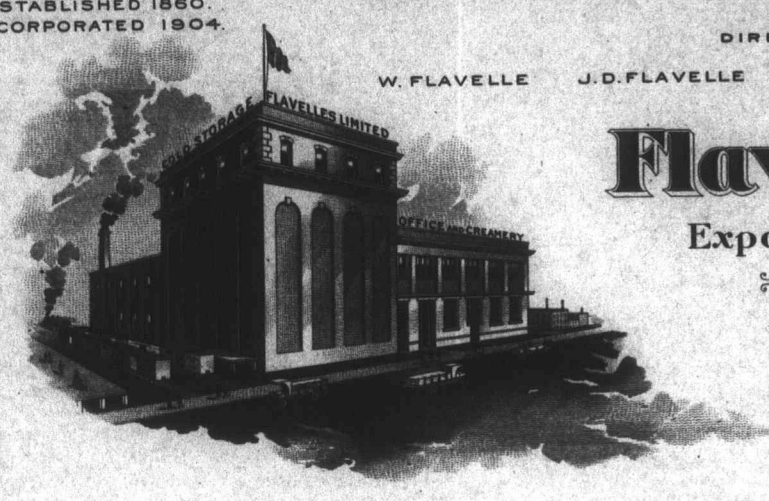
CANADA

ESTABLISHED 1860.
INCORPORATED 1904.



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051798

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LINDSAY, ONT. CANADA Jan.27/22.

Honorable Arthur E. Meighen,
Parliament Bldgs.,
Ottawa.Ont.

Dear Mr. Meighen.-

I received last evening, word from the C.P.R. Telegraph Company, that you had a 1600 majority with four places yet to hear from. This would indicate that your majority was assured and I hasten to congratulate the Country upon their action with regard to same.

I was very much afraid that your defeat at the Portage, might result in your withdrawing from public life and that would, in my opinion, be a calamity to the whole Dominion. I therefore heartily congratulate the whole Dominion upon the result of the election in general and from a personal standpoint, I am much more than pleased about same.

With kind regards,

Yours truly,

John D Flavelle

JDF/HEM.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051799

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 28th. ult., expressing your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

Reverend A. H. Scott,

St. Andrew's Manse,

Perth, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Rev Attsatt

051800

St Andrew's Manse
Perth 27th Jan '22

My dear Mr Meighen

Through the impulse of the scripture "weep with them that weep" I was proceeding to write you a day or two after the General Election, and when I reached a certain way I thought that I would keep my

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051801

tears in my own bottle.
But after yesterday's proceedings the other Scripture comes up "Rejoice with them that do rejoice", and by it you have from me and mine congratulations and all hopeful accompaniments.

Sincerely Yours
A.T. Scott

The Hon Archbr Meighen
Ottawa. Ont

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051802

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 28th. ult., expressing your congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

Honourable Charles E. Tanner,

21 South Street,

Halifax, N. S.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Hon Chas E. Tanner

21 South St
Halifax N.S.
27th January 1922

051803

Dear Mr. Meighen:

It is very gratifying that you were elected with a substantial majority; and your election is very satisfying to your friends in these parts.

I sincerely hope that that practical measure will not be delayed in regard to reorganization in all of the provinces. The numbers of the party never

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CANADA

051804

to Farmers to take their share of that duty.

Mr. King has a barrel of troubles ahead of him. In many respects you are lucky to be relieved from the responsibilities. I think we are as well off, if not better off, than he is.

Mrs. Farmer joins me in congratulations and in kind regards to Mrs. Meighen.

Yours sincerely

Charles Farmer

Rt. Hon. A. Meighen M.P.
Ottawa

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051805

Ottawa, Ont. February 3rd. 1922.

Dear Madam,

In the absence of Mr. Meighen who has left for the Southern States for a much needed rest, I desire to acknowledge with thanks your very kind letter of January 27th. conveying congratulations on the result of the by-election in Grenville. This will be brought to Mr. Meighen's attention immediately on his return in the course of the next two weeks. I need hardly say that your very generous words will be appreciated to the utmost, and that Mr. Meighen will endeavour by his course in public life to show that the confidence expressed in him by the electors of your community has not been misplaced.

Yours faithfully,

Miss Olive T. Newman,

Spencerville, Ontario.

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CANADA

051806

Spencerville, Ont.,
Jan. 27, 1922.

The Rt. Hon. Arthur Meighen,
Ottawa, Ont.

Dear Sir, -
accept my heartiest congratulations on your great success. Grenville will be, indeed, ably represented, I am sure.
Wishing you, all future success, I am,

Yours respectfully,
(Miss) Olive T. Newman

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051807

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

J. D. Brunet, Esq.,
Foin et Charbon,
St. Timothie, P.Q.

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PUBLIC ARCHIVES
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CANADA

J.-D. BRUNET

051808

FOIN ET CHARBON

St-Timothée, P.Q., Janv 27 1922

Hon. Arthur Meighen
Ottawa, Ont.

Dear Sir,

Kindly accept my most sincere congratulations. War is over. The sky is getting clear & let us hope that the sun will shine again.

Would it be too much trouble & too much to ask you, to send me a copy of the Milicia law amended by Laurier in 1904

In asking you that, I want to find out if Laurier's law was to defend Great Britain only in Canada, or in Canada & elsewhere too

Je vous remercie d'avance,
et croyez moi,
Votre tout dévoué,
J.D. Brunet

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051809

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

William Sutton, Esq.,

Windham Mills,

Simcoe, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051810

WINDHAM MILLS
WILLIAM SUTTON, Proprietor
—DEALER IN—
Grain, Coal, Lime, Cement, Salt, Etc.

Simcoe, Ont. Jan 27th 1922

Rt Hon Arthur Meighen
Ottawa

Dear Sir
I wish to offer my congratulations on your election in Grenville I think it is very much to be desired that you should have a seat in the house. as I am of the opinion that we will need the best that we can get to lead the party at the present time, and also to keep a close tab on what may come up in the house. as I look for some move to put the railway situation in the hands of some party that would not be in the best interest of Canada

Sincerely Yours
Wm Sutton

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051811

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return to the capital in the course of the next two weeks, and I can assure you that your very kind and encouraging words will be appreciated to the fullest extent.

Yours faithfully,

C. M. Odell, Esq.,
58 Union Street,
Sydney, N. S.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

58 Union St
Sydney N.S.
Jany 27-22

051812

My Dear Mr Meighen

Please accept my sincere congratulations on the result of your recent election

Canada has sore need of such men as you regardless of which side of the speaker you may sit on.

With best wishes for the future success of the Grand Old Conservative party — I am

Yours truly

A. M. Odell

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CANADA

051813

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighem, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

Ernest Armstrong, Esq.,
Cobalt, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051814

Cobalt
Jan 27-1925

Hon Mr. Meighen

Dear Sir.

Just a word to say we are delighted to see you elected.—

The best thing we have heard since the good old days.!!

Yours Ernest F. Armstrong

Box 197 Cobalt.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051815

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th.ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

J. L. Paterson, Esq., LL.B.,

Ingersoll, Ont.

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051816

Solicitors for, Canadian Bank of Commerce
Township of North Oxford

Ingersoll, Ont., Jan. 27th, 1922.

The Honorable Arthur Meighen, M.P.,

OTTAWA, Ont.

Dear Sir:-

Your friends here, and I personally, tender our hearty congratulations to you upon your election yesterday. Your speech here recently made a great impression, and I feel sure all parties here are glad to see you returned to the House.

Yours truly,

J. L. Paterson

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051817

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very kind and encouraging words will be appreciated to the fullest extent.

Yours faithfully,

G. Watt Smith, Esq.,
St. Elmo, Maxville,
Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051818

St Elmo, Maxville, Ontario 27 January 1922

Right Hon. Arthur Meighen M.P.

Dear Mr. Meighen,

I write to say that I am heartily glad to know that you are entering the House of Commons again. I hope you will enjoy the new position that awaits you.

I was in Quebec last week and learned there that you made a fine impression when you spoke there. That is a triumph indeed.

Now I want to ask you a favour. I am crossing to France to visit the grave of my boy who fell there. Will you give me an introduction to the Canadian Office in London? Yoi will know the right person to address.

I hope you received the book I sent you for Xmas.

I remain, ever faithfully yours,

G Watt Smith

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PUBLIC ARCHIVES
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CANADA

051819

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

J. R. Leo Ayott, Esq.,
321 Forsyth Street,
Montreal, P. Q.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051820

Montreal Jan 27-1922

Dear Mr. Meighen

I have the pleasure in extending my sincere congratulations for you success in Grenville County. Be it a link to unite the forces of Conservatism to the road of success.

I would be delighted when you will come to Montreal to have a few minutes of interview so that I could give some suggestions re organisation because I feel assure that you will be chosen as the leader of our Party and that my endeavors to our cause are at your disposal.

Hoping that in a near future the Province of Quebec will say again Mr A. Meighen is a great man, able statesman but he is of the wrong color as I have heard lately.

Please accept my greetings

I beg to remain

Yours truly

J R Leo Ayott

331 Forsythe

J R Leo Ayott

Mr. Right Hon. A. Meighen
Ottawa
Ont.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051821

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

J. A. Sexsmith, Esq.,
Prenevean, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051832

Fremeveau Ont July 27th 1922

Right Hon. Arthur Meighen
Ottawa Ont

My Dear Mr. Meighen:

I wish to Congratulate you on your Splendid Success of yesterday. I am glad to know you will be back in the House again as I consider the affairs of Canada will require careful & wise management during the next two or three years. To my mind the World is passing through the greatest crisis in its history & I doubt very much if it has reached anything like its worst stage.

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CANADA

051823

Your experience and grasp of world affairs should be of great benefit to the House of Commons & Canada during this critical period.

Sincerely Yours

J. A. Lucy Smith

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051824

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

R. H. McWilliams, Esq.,
344 - 9th. Street, East,
Owen Sound,
Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051825

344 - 9th St., E.,
Owen Sound, Ont., Jany. 27th 1922

Hon. Arthur Meighen, M. P.,
Ottawa, Ontario.

My dear Mr. Meighen:-

It was a great pleasure to see the elections returns last evening from Grenville, and the handsome majority given you. My hearty congratulations to you.

With kind regards to your Mother and Father,

Believe me,

Yours very truly,

R. N. McWilliams

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051826

Ottawa, Ont. February 3rd. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, who left on Friday last for the Southern States, where he is to take a much needed rest, I desire to acknowledge with thanks your letter of the 28th. ult., extending congratulations on the result of the recent by-election in Grenville. This letter will be brought to the attention of Mr. Meighen on his return in the course of the next two weeks, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

W. Scott Garrioch. Esq.,

Portage la Prairie, Man.

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051827

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MONEY TO LOAN

Office Saskatchewan Ave.
Portage la Prairie,
Manitoba.

January 28th, 1922.

The Right Honorable Arthur Meighen,
House of Commons,
Ottawa.

Dear Arthur:

I just wish to extend my congratulations on the success of your campaign in Grenville. I am glad that the people there had a better conception of your worth than some of the people in Portage la Prairie. It has been very gratifying to me to hear people of all shades of politics say how glad they are that you have been re-elected as a member of parliament.

You may be sure that it is the sincere wish of many of your friends of Portage that you may be elected leader of the opposition, which will ultimately mean that you shall be leader of the party in power before the lapse of many years.

With kindest regards,

Yours sincerely,

W. Scott Garrioch

WSG/L

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051828

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

J. E. Armstrong, Esq.,

Petrolia, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051829

Petrolea, Ont, Jan. 27th/1922

Dear Mr. Meighen —

We have just heard the returns from the Election in Grenville, and I assure you my wife and I are very happy over the results.

Your election will meet with general approval throughout Canada, for though the majority did vote against the Government, thereby putting our party on the Rocks on Dec. 6th. many regret their action, and feel that one was put over — on them.

Your ability as a debater, critic, and Legislator, with your broad vision on National, and International

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CANADA

problems, is needed in the House, as security against the false moves of the Liberal Party.

Mackenzie King during the campaign denounced your Government, for making patronage appointments to the Judiciary and the Senate. The first appointments made by him in this district were Duncan Ross, to the vacant Judgeship in Elgin, and Archie McCoig, to the Senate.

I expect to attend the meeting called by Mr Hockin M.P. in London, on Tuesday. Something may be done to waken up this part of Ontario.

The Liberals however seem to Recognize our part of the Country as one worthy of favors, having appointed three Ministers,

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051831

one Senator, and
one Judge, and
Possibly a Leader
in the Provincial House
-ie - F. F. Pardee, all west
of London.
This does not however
tend to make our party
very happy, that the recognition
has had to come from
the Liberals.
Mrs Armstrong joins
me in heartly Congratulations
and best wishes.
Yrs Faithfully
J. A. Armstrong

Right Hon Arthur Meighen
Ottawa. Ont

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051832

Ottawa, Ont. February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

C. W. Rowley, Esq.,
Bank of Commerce,
Winnipeg, Manitoba.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 30)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051833

Winnipeg, Canada
Twentyseventh January
Nineteen Twentytwo.

Dear Mr Meighen-

Please accept my congratulations and very best wishes on your success yesterday. As a British-Canadian it gives one a great deal of pleasure to see you take your seat in the house. One feels that you could ill be spared at the present time and that as leader of the Opposition you can be of possibly more assistance and benefit to the country than any other man apart from the Prime Minister.

Very best wishes to you.

Yours sincerely

C W Rowley

Rt Hon Arthur Meighen
Ottawa.

Bc Commerce
Wpg

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051834

February 3rd. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

Henry B. Black, Esq.,
Lindsay, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 40)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Lindsay, Ont:
January 27/22.

05835

Right Hon: Arthur Meighen,
Ottawa, Ont:

Dear Mr. Meighen,

Just a line to express on behalf of an ardent admirer, my hearty congratulations over the result at Grenville.

There will be many happy hearts in Canada today, in the knowledge that we are to have you

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CANADA

in Parliament again, to
guard the interests of the
Dominion, in an aggregation,
from which some curious
and certainly dubious
attempted legislation
may be expected.

I cared not forbear
sending my congratulations.

You will be swamped
with letters, so please
do not even consider

058896

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

acknowledging this note.

Wishing you good health, and great success,

I am,

Yours faithfully

Wm D Black

051837

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051838

Ottawa, Ont. February 4th. 1922.

Dear Sir:

On behalf of the Honourable Arthur Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

W. R. La Rue, Esq.,

Notaire,

Quebec, P. Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051839

W. R. La Rue,
NOTAIRE,
Quebec.

Quebec, 27th. January 1922.

Rt. Hon. Arthur Meighen,

OTTAWA.

Dear Mr. Meighen:-

I wish to offer you my most hearty congratulations on your election in Grenville. And I am not the only one to do so; for you have here many sincere and true friends, and many more that you may believe. You may be assured that you will be most cordially received when you come to Quebec. We only would ask to be informed a few days in advance.

Indeed we are well satisfied of yesterday's result.

With best wishes and kind regards, believe me,

Yours very truly,

W. R. La Rue

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051840

Ottawa, Ont. February 4th. 1922.

John Murray, Esq.,
Spencerville, Ontario.

Dear Sir:

Mr. Meighen is at present in the Southern States, and on his return to Ottawa, in the course of the next week, his attention will be drawn to the very thoughtful letter written on behalf of yourself and family, congratulating him on the result of the by-election in Grenville. I am sure he will fully appreciate your kindly words, and will do his utmost to merit the confidence in him as expressed by the electors of your community.

Yours faithfully,

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051841

Spencerville, Ontario,
Jan. 28, 1922.

The Rt. Hon. Mr. Meighen,
Ottawa,
Ontario,

Dear Sir;

Heartiest Congratulations.
We are delighted with your great success here in Grenville and are proud to have you as our leader.

Yours respectfully

Mr. + Mrs. John Murray + family.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051842

Ottawa, Ont. February 4th. 1922.

Dear Sir:

On behalf of Mr. Meighen, I desire to acknowledge the very kind letter on behalf of yourself and Mrs. Bennett, extending congratulations on the result in Grenville, and to assure you that Mr. Meighen will greatly appreciate these encouraging words from his new constituents. He is expected to return in two weeks from the Southern States, where he has gone to recuperate, and immediately on his arrival, his attention will be called to your communication.

Yours faithfully,

Mr. Harry Bennett,
Spencerville, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051843

Spencerville, Jan. 28th 1922

Dear Mr. Meighen

Accept our sincere congratulations; We deem it a great honour to have you as our member for Grenville county.

Yours faithfully

Mr. & Mrs Harry Bennett

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051844

Ottawa, Ont. February 4th. 1922.

Dear Mr. Charlton:

On behalf of the Honourable Arthur Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

Honourable W. A. Charlton,
TORONTO, Ontario.

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CANADA

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY 051845

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46 KING STREET WEST

TORONTO, CANADA

Jan. 27, 1922.

The Right Honourable Arthur Meighen,
Ottawa.

Dear Mr. Meighen,

Please accept my hearty congratulations for your splendid victory. It is a great thing for Canada that you are in Parliament now, and I hope it will be possible for you to take a little rest, because you have had a long heavy strain for the past three or four months.

Please remember me kindly to your family, and to your Father and Mother.

With kindest regards,

Yours faithfully,

Hon. W. A. Charlton

WAC/MLD.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051846

Ottawa, Ont. February 4th. 1922.

Dear Sir:

On behalf of the Honourable Arthur Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

R. Dickson, Esq.,

St. Mary's Board of Trade,

St. Mary's, Ont.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051847

ST. MARYS BOARD OF TRADE

St. Marys Ontario, Can. 27 Jany 1922

Hon A. Meighen
Ottawa.

Dear Arthur.

Well done; well done, after the discouraging rumors so persistently circulated for weeks, it is a real joy to learn this morning of your splendid victory in Grenville today - it is the just reward for a fight of courage pluck and honesty - and all good Canadians are rejoicing today - the shock of Dec 6th is forgotten in the better news of to-day and none are happier than Marion and Mrs Dickson. They join in happy remembrances to your wife, mother, and family -

Again - well done Arthur.

Thos R Dickson

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051848

Ottawa, Ont. February 4th. 1922.

Dear Sir:

On behalf of the Honourable Arthur Meighen, I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is grateful that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

T. M. Humble, Esq.,

The Evening Telegram,

TORONTO, Ontario.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051849

THE EVENING TELEGRAM
TORONTO

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BY J. ROSS ROBERTSON

REPRESENTATIVES:
VERREE & CONKLIN
NEW YORK, BRUNSWICK BUILDING
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January 27/1922.

Right Honorable Arthur Meighen.M.P.
Ottawa,Canada.

Dear Mr,Meighen.

May I offer sincere congratulations on the splendid victory achieved in Grenville.

It was joyful news,and I rejoice to know that your splendid abilities will again be at the service of the party.

When you are in Toronto,I trust that you will do me the favor of dropping in that we may renew the friendship which, its initial beginning on the "smoking car" between Prescott and Kemptville.

With very best wishes, I remain,

Cordially Yours.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051850

Ottawa, Ont. February 4th. 1922.

Dear Sir:

In the absence of the Honourable Arthur Meighen, I desire to acknowledge with thanks your letter of the 26th. January, conveying congratulations on the result of the by-election in Grenville. This will be brought to his attention on his return in the course of two weeks from the Southern States, where he has gone for a much needed rest. Permit me to say that Mr. Meighen will be exceedingly grateful, not only for the trouble you have taken in writing him, but also for the very kind wishes on behalf of yourself and Mrs. Kidd.

Yours faithfully,

J. Harold Kidd, Esq.,

T. A. Kidd & Sons,

Burritt's Rapid, Ont.

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PUBLIC ARCHIVES
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CANADA

ESTABLISHED 1842

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J. HAROLD KIDD, PROPRIETOR

8 P.M. Thursday

BURRITT'S RAPIDS, ONTARIO Jany 26. 1911

Rt. Hon. Arthur Meighen.

Dear Mr. Meighen. Please accept our heartiest congratulations. The result is so gratifying to your friends, who were sorely grieved that you were forced into a winter campaign. – we feel you need a prolonged rest – and hope you may be able to take a few month's vacation – this, I know, is the wishes of your constituents –

Mrs. Kidd joins me in sincerest best wishes.

Faithfully yours, J. Harold Kidd

0518511

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051852

Ottawa, Ont. February 4th. 1922.

Dear Sir:

You will doubtless have observed by the press that Mr. Meighen has proceeded to the Southern States to recuperate after his strenuous work, not only in the general election campaign, but also in the recent by-election in Grenville. He is not expected to return for another two weeks, and in his absence, I desire to acknowledge your very kind letter of congratulations, and to assure you that he will read with pleasure and satisfaction the kindly sentiments to which you have given expression. He also appreciates the splendid efforts put forward by Grenville friends of the Party, which he has the honour to lead, to bring about his return to the House of Commons.

Yours faithfully,

C. K. Mathewson, Esq.,

Heckston, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051853

Hackston. Ont.
27 Jany 1922.

Right Hon. Arthur Meighen M.P.,
Ottawa

Dear Mr Meighen,

Your constituents here are overjoyed at the victory of yesterday. The results were keenly awaited & the only chilling effect was that the majority was not over 2,000 as so many had hoped.

We are delighted to have as our representative one who has given such promise

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CANADA

in the public life of 59854
country & whom we hope
will long be spared to be
Grenville's representative.
The need of efficient and
capable leaders was never
greater than the present & your
country could ill afford to lose so
trusted a public servant.

With the best wishes for a long
& happy relationship with Grenville,

Yours sincerely
C. K. Mathewson

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CANADA

051855

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051856

Ottawa, Ont. February 4th. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen who left on Friday for the Southern States, where he intends to rest for two weeks, I am acknowledging with thanks your letter of the 26th. January, which will be brought to his attention immediately on his return to the capital.

Permit me to assure you that Mr. Meighen will be grateful for your very kind words, and that he will endeavour to follow a course in the House of Commons which will meet with the approval of the country at large, and of the constituency which he has the honour to represent in Parliament.

Yours faithfully,

A. Langstaff, Esq.,

Kemptville, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

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PHONE No. 78

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051857

Headquarters for all kinds of General Merchandise

The Anderson & Langstaff Co., Ltd.

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Kemptville Jan 26 1902

Dear Mr Meighen,

Permit me to extend to you my hearty congratulations on your splendid victory here to-day. The campaign has given you the opportunity at least of meeting some of your constituents. In addition to that you have the satisfaction of knowing that the people of Grenville are behind you. I trust you will now be able to take your well earned holliday, and on your return be able to take up your duties with your old time vigor. Yours sincerely,

A. Langstaff,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051858

Ottawa, Ont. February 4th. 1922.

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. January, which will be placed before him on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated, and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville and meet with the approval of the country at large. Mr. Meighen was far from anxious to return to public life but felt in fidelity to his supporters and friends that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is very gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

A. C. Kingstone, Esq., K.C.,
Ingersoll, Kingstone & Seymour,
Barristers & Solicitors,
St. Catherines, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051859

Ingersoll, Kingstone & Seymour
Barristers and Solicitors.

J.H. INGERSOLL, K.C.
M.A. SEYMOUR
A.C. KINGSTONE, K.C.
B.N. TRAPNELL

OFFICES - SECURITY LOAN COYS. BUILDING
24 JAMES ST.

St. Catharines, Ontario

January 27, 1922.

Rt.Hon. Arthur Meighen, K.C.,
House of Commons,
Ottawa, Ontario.

Dear Mr. Meighen: - Personal -

I wish to offer my heartiest congratulations on your election to the House of Commons as the member for Grenville. It is a very great source of satisfaction to all of your many friends and admirers that you have been elected to represent this constituency in the House and that your services will not be lost to the Conservative party and the country.

I am one of those who have always been keenly interested in the welfare of the Conservative party, and I feel that with you at the helm the party will in the near future take its rightful place in the House of Commons and in the country.

Yours sincerely,

A. Carney Kingstone

ACK/H.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051860

Ottawa, Ont. February 6th. 1922

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 30th. ultimo, which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

Yours faithfully,

Sir Thomas White, K.C.M.G.,
Barrister-at-Law,
Dominion Bank Building,
TORONTO, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

(1)

051861

Sir Thomas White
Barrister-at-Law

Dominion Bank Building
Toronto, January 30, 1922.

My dear Meighen,

Your Toronto friends were, of course, delighted to read of your signal success in Grenville. Until the last two or three days of the campaign no doubt was entertained here as to the result. Just before the election, however, the Globe began to publish pessimistic reports of your prospects and this naturally created some uneasiness, although, personally, I felt the result was certain. I am glad you have gone away for a holiday, which I am sure you need and which, I trust, will build you up for the work of the session.

With best regards,

Yours sincerely,

T. White

Rt. Hon. Arthur Meighen, M.P.,
Ottawa.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051862

Ottawa, Ont. February 8th. 1922.

Dear Sir:

On behalf of the Honourable Arthur Meighen I desire to acknowledge your letter of the 27th. ult., which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

O. Neff, Esq.,

Moosemin, Sask.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051863

Moosomin, Sask., Jan. 28, 1922.

Dear Mr. Meighen:

I drop a line to you to extend my congratulations upon your election to the House of Commons. I thought of writing you after the 6th of December but really did not know what to say. Your election now however, gives the opportunity for one to tell you how badly your personal friends felt over the turn of events, especially with respect to your defeat in Portage La Prairie. It seemed to us a very ungrateful act but it seems that those who resided nearer your activities the past thirteen years, know how to appreciate a conscientious, hard working, sincere, capable man. You have lots of friends in the West notwithstanding the fact of your having no followers elected, and it is felt that it is only a matter of time when you will come into your own. Your friend's admiration for you and the gallant fight you put up will long be at your credit.

I sincerely hope you are enjoying good health and that being relieved of the cares and responsibilities of carrying on the Government will be ultimately to your advantage. With kindest regards and best wishes, I am

Yours sincerely,

A. Neff

Rt. Hon. Arthur Meighen,
OTTAWA, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051864

Ottawa, Ont. February 10th. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, I desire to acknowledge receipt of your letter of the 30th. ult., extending congratulations on the result of the recent Grenville by-election. This letter will be placed before Mr. Meighen on his return from the Southern States where he has gone for a much needed rest, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours very truly,

T. N. McClure, Esq.,
449 Galt Avenue,
Verdun,
Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Jan. 30th 1922

051865

Sir. The. Hon. A. Meighen

No. 2.

Dear Sir

Hoping that I am not taking up too much of your valuable time or encroaching on your discretion appreciation of my letter to you on the 29th of Nov 1921 I am taking the liberty of writing you again, to offer my heartiest congratulations on your success in Grenville on of being returned to power,

Trusting that we shall be able to hear of you becoming the Leader of the opposition party & also to tell the hostile all that you will have the same ambition to serve in the future as done in the past.

Yours Truly

T. D. McGlure

449. Galt. Ave

Verdun

Montreal

P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051866

Ottawa, Ont. February 10th. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 26th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return from the Southern States where he has gone for a much needed rest, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

Hercule Gohier, Esq.,

50 Rue Notre Dame Ouest,

Montreal, P.Q.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

HERCULE GOHIER
~~L. D. Clément~~
Notaire
EDIFICE "DULUTH"
50, RUE NOTRE-DAME OUEST

0518 67

TELPHONE MAIN 4608

Montréal, 27 janvier, 1922.

Hon. Arthur Meighen,
Ottawa,
Ont.

Honorable Monsieur:-

Je suis très heureux de votre succès dans l'élection du 26 janvier 1922 et vous prie de me permettre de vous offrir mes sincères félicitations à cette occasion, et vous prie de me croire Honorable Monsieur,

Votre tout dévoué,

H. Gohier

HG-JL.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051868

(Translation)

Montreal, 27th. of January, 1922.

Honourable Arthur Meighen,

Ottawa,

Ont.

Honourable Sir:-

I feel very happy before your success in the election of the 26th. of January 1922, and I beg leave to offer you, on this occasion, my sincere congratulations, and pray you to believe me, Honourable Sir,

Yours truly,

(Signed) H. Gohier.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051869

Ottawa, Ont. February 10th. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 26th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return from the Southern States sometime next week, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

Aime Guertin, Esq.,

Woodbine Farm,

St. Hubert, P.Q.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051870

WOODBINE FARM,
ST. HUBERT.

Honorable Arthur Meighen
Ottawa.

Cher Monsieur Meighen,

Il m'a fait grandement plaisir d'apprendre par le journal ce matin votre réélection; laissez moi vous en féliciter bien sincèrement et me croire

Votre bien respectueux,

Olivier Lacoste

26/1/22

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051871

(Translation)

No. 2

Woodbine Farm,
St.Hubert.

Honourable Arthur Meighen,
Ottawa.

Dear Mr.Meighen:-

It is with the greatest pleasure that I have learned of your re-election through this morning's paper; I beg leave to offer you my most sincere congratulations and I remain,

Yours respectfully,

(Signed) Aimé Guertin.

26/1/22

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051872

Ottawa, Ont. February 10th. 1922

Dear Sir:

In the absence of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ult., extending congratulations on the result of the recent by-election in Grenville. This will be brought to the attention of Mr. Meighen on his return from the Southern States where he has gone for a much needed rest, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully.

R. J. N. Faulkner, Esq.,
Hotel Waverley,
Spadina Ave. & College St.,
TORONTO, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

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CANADA

"TORONTO'S FINEST HOTEL"
EUROPEAN PLAN

(2)

Hotel Waverley
TORONTO

SPADINA AVE. AND COLLEGE ST

051873

27th January 1922

Hon. Arthur Meighen,
House of Commons,
Ottawa.

Dear Sir,
I would take the liberty of writing to congratulate you on your return to Parliament — the people of Canada as well as the grand old Conservative party should be highly pleased that your services will not be lost to the Empire.

Yours truly,
K. J. N. Faulkner.

OR LONGER
OR WHARF.
PLEASE YOU

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

"TORONTO'S FINEST HOTEL"
EUROPEAN PLAN

Hotel Waverley
TORONTO

SPADINA AVE. AND COLLEGE ST

051873

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House of Commons,
Ottawa.

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K. J. N. Faulkner.

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ARCHIVES PUBLIQUES
CANADA

051874

Ottawa, Ont. February 10th. 1922.

Dear Sir:

In the absence of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 28th. ultimo, extending congratulations on the result of the recent by-election in Grenville. This letter will be brought before Mr. Meighen on his return from the Southern States where he has gone for a much needed rest, and I can assure you that your very encouraging words will be appreciated to the fullest extent.

Yours faithfully,

R. G. Irvine, Esq.,
Principal of High School,
Strasbourg,
Saskatchewan.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051875

Strasbourg, Sask., Jan. 28, 1922.

Sir,

Accept my heartiest congratulations on your splendid success in Grenville. I expected that you would be successful yet I remembered what a strongly Conservative constituency Dufferin was and it is now Progressive. You had the opportunity during the campaign to address most of the electors and you always make converts wherever you speak as in Regina.

Your supporters are simply elated. What otherwise should have been a parliament of lame sessions will now be one of lively interest.

The best of health, happiness, and prosperity to yourself and family!

Yours sincerely,
R. G. Drome,
Principal of High School.

Right Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

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PUBLIC ARCHIVES
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CANADA

051876

Ottawa, Ont. February 10th. 1922

Dear Sir:

On behalf of the Honourable Mr. Meighen, I desire to acknowledge your letter of the 30th. ult., which will be placed before him immediately on his return from the Southern States, where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-election in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

Romeo Langlais, Esq.,

126 Rue Saint Pierre,

Quebec, P.Q.

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CANADA

051877

ROY, LANGLAIS, ~~LAVERGNE~~, LANGLAIS, GODBOUT & TREMBLAY,

AVOCATS,

ÉDIFICE DOMINION,
No 126, RUE SAINT-PIERRE.

TÉLÉPHONE BELL 5800-5803.

ADRESSE TÉLÉGRAPHIQUE: "ROLAN".
CODE WESTERN UNION

ERNEST ROY, C.R.,
ROMÉO LANGLAIS, C.R.,
~~ARMAND LAVERGNE, C.R.~~,
ANTONIO LANGLAIS, ~~LL.L.~~ B.C.L.,
F.X. GODBOUT, B.A.L.,
THOMAS TREMBLAY, LL.L.,

QUÉBEC, January 30th, 1922.

The Honourable Arthur Meighen, M. P.,
Ottawa,
Ont.

Dear Mr. Meighen:-

I want to congratulate you very earnestly on your big victory of the 26th instant.

I hope that with such a good leader as yourself, our party will progress and prove to the Canadians that we ought to have remained into power.

With my best wishes for success in your new position, I am,

Yours very truly.

Roméo Langlais

G/2

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CANADA

051878

February 14th,1922.

Dear Eustace,-

Thanks very much for yours of the 8th instant. It was kind indeed of you to write me in these terms.

With renewed good wishes, I am.

Very truly yours,

Mr. E.H. Grubbe,
c/o Bank of Montreal,
Vancouver, B.C.

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ARCHIVES PUBLIQUES
CANADA

051879

BANK OF MONTREAL
CORDOVA ST.
VANCOUVER, B.C.

Feb. 8th. 1920

My dear Arthur,

We were all more than glad to read of your election and the fine majority rolled up.

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CANADA

With best wishes
for continued
success in
which we
shall be joins,
Yours sincerely
[illegible]

051880

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051881

Ottawa, Ont. February 24th. 1922

Dear Sir:

On behalf of Honourable Mr. Meighen, I desire to acknowledge your letter of the 27th. ultimo, which will be placed before him immediately on his return from the Southern States where he has gone for a much needed rest.

I can assure you that your kind congratulations on the result of the by-elections in Grenville will be fully appreciated and also that Mr. Meighen will endeavour to follow a course in Parliament which will merit the confidence expressed in him by the people of Grenville, and meet with the approval of the country at large.

Mr. Meighen was far from anxious to return to public life, but felt in fidelity to his supporters and friends, that he could not justify refusal to contest one of the proferred constituencies. Having so decided, he went in and conducted the campaign as vigorously as he could, and he is very gratified that the majority was so unexpectedly large. It is his intention to devote all his energies to the work that will be before him.

Yours faithfully,

E. K. Marshall, Esq.,
Portage la Prairie, Man.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051882

MANITOBA TEACHERS' FEDERATION

Quisque pro Omnibus

SECRETARY
G. J. REEVE, M.A.
35 BANNERMAN AVE
WINNIPEG

TREASURER
A. B. GILLESPIE
140 EUGENIE STREET
NORWOOD

EDITOR OF BULLETIN
E. K. MARSHALL, M.A.
PORTAGE LA PRAIRIE

701 McINTYRE BLOCK
WINNIPEG
MANITOBA

PRESIDENT
H. W. HUNTLY, M.A.
256 INKSTER BLVD.
WINNIPEG

VICE-PRESIDENT
MISS J. F. YEMEN, B.A.
SOURIS

Portage la Prairie, Man.,
January 27th, 1922.

Hon. Arthur Meighen, M.P.,
Ottawa, Ont.

Dear Mr. Meighen,

I wish to extend to you my heartiest congratulations at your victory yesterday and to express my delight at your election to the House.

I have not got over my keen disappointment at the results in this Riding. We did the best we could do in the city, but the rural parts were awful. I was glad that the poll which Mr. Garrioch and I managed headed the list for you. It was the first election into which I threw my best efforts, and I felt our defeat very keenly. However, we have you in the House: that is the main thing.

With kindest regards,

E. K. Marshall

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CANADA

051883

February 24th, 1922.

Mr. L.G. Gravel,
c/o The Gravel Lumber Co.,
Etchemin Bridge, P.Q.

My dear Gravel,-

I really should have acknowledged earlier your very kind letter of January 10th, but my attention at the time was taken up with the Grenville contest, hence the delay in answering your letter.

From several sources I have learned of the splendid campaign you waged in the County of Levis. There is no doubt at all that the character of the contest against you was wholly responsible for the result and misrepresentations, so flagrant and wholesale, have never been taken place in Canada. Surely by this time the Province of Quebec is awakening to the sense of wrong and injustice done her by these methods repeated in contest after contest. You can readily realize how difficult it is for anyone outside the Province to apply an effective remedy.

Yours very truly,

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SIR WILLIAM PRICE
PRESIDENT

ALFRED S. GRAVEL
VICE-PRES. & MAN'G-DIRECTOR

051884

JOSEPH GRAVEL
SUPERINTENDENT

The Gravel Lumber Co., Ltd.

MANUFACTURERS AND EXPORTERS OF

Dressed Spruce Lumber and Packing Boxes in Shooks.

RAILWAY STATIONS
ON G. T. RY.—POINT LEVI, P. Q.
" I. C. RY.—ST. ROMUALD, P. Q.

CABLE ADDRESS:
GRAVEL ETCHEMIN

SPECIALTIES:
KILN DRIED SPRUCE SHEATHING
" " " FLOORING
" " BIRCH FLOORING

BOXES, PLAIN OR PRINTED

Etchemin Bridge, P.Q. January 10th 1922.

Honourable Arthur Meighen,
Ottawa, Ont.,

Dear Mr Meighen:

ALL QUOTATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE UNLESS OTHERWISE STATED, AND ALL AGREEMENTS ARE CONTINGENT UPON FIRES, STRIKES, DELAYS OF CARRIERS, ACCIDENTS AND OTHER CONTINGENCIES BEYOND OUR CONTROL.

Your favor of the 16th of December was duly received during my absence and this accounts for the delay in answering it.

Although the Conservative Government has been defeated on the 6th of December last, our good friends around here are not discouraged and it was with pleasure that we have heard your decision to remain in Active Politic and we all hope that you will be elected without any opposition in the County of Grenville. Should the Liberals be mean enough to act otherwise, I wish that you be elected with the largest majority ever been taken by a Conservative candidate in Grenville County, for as almost all the Canadian Press have expressed you are the only man to be at the head of the great Conservative party and we all need you there.

Regarding report of my election in the Levis County, I am pleased to state that although I have been defeated, it has been the most strenuous fight ever been noticed in this vecinity and from the report of the Press I have taken more votes

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To Honourable Arthur Meighen, 05 / 885 Date Jan.10th.1922 Sheet No. 2.

than any Conservative French Candidate of this Province.

The reasons which I believe have been the cause of my defeat are-

1st- The lack of a good Conservative Newspaper in the Quebec City.

2nd- The lack of a strong Conservative Organization in the " "

3rd- The women's vote.

4th- The mean campaign conducted by the Liberals of this district.

The only question discussed by our opponents in the District during the last election was "CONSCRIPTION" - some of them going as far as predicting a War within two months and telling the mothers and sisters that their sons and brothers would be called again.

These appeals to the heart of the women was a direct cause that ninety percent of the women's vote in the Province of Quebec has gone to the Liberals Candidates, for I am positive that should the men only had the right of vote I would have been elected by over a thousand votes.

As to myself I have done all possible to gain for you the Levis County, I have spent over $20,000,oo of my money and never asked the Conservative Party for any contribution, for I thought Honourable Belley needed all the funds for some other Counties, and it was my ambition to get for you as many counties as possible.

But, as stated above, I am not at all discouraged and I sincerely believe that within a short period you shall be again Prime Minister of Canada and the Levis County will be on your side.

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CANADA

To Honourable Arthur Meighen, Date Jan.10th.1922 Sheet No. 2.

051886

I hope to be in Ottawa some time during the Session and shall be pleased to talk the matter over more lengthly.

I understand there will be a great Conservative Convention in Montreal next month at which new solid basis for our Party should be laid.

I take this opportunity of wishing you the compliments of the season and beg to remain,

Yours very truly,

L.G. Gouin

LGG.R.

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CANADA

051887

Ottawa, Ont. December 23rd. 1922.

Dear Mr. Grant:

I have your letter of the 16th. December.

It is very hard to say what if anything could be secured for an article such as you contemplate. It might well be that such an article written by yourself, a former president of a Grain Growers Association, would if the subject were thoroughly worked out and forcibly expressed, bring a recompense. You might, if you care to, send the article to me, and I would take the matter up with one or two likely publications and see what could be done.

The Secretary of the Manufacturers' Association is J. T. Stirrett, and his address is, Canadian Pacific Railway Building, Toronto, Ont.

Permit me to express the pleasure I have in learning that you intend to undertake a write-up of this kind, and I am sure no one wishes you success more sincerely than I. Please accept from me also heartiest Christmas and New Year's greetings.

Yours very truly.

Thos. R. Grant, Esq.,
Dinsmore, Sask.

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CANADA

051888

Dinsmore Sask
Dec 16/22

Rt. Hon Arthur Meighen

Dear Sir,—

I have been thinking for a quite a while about giving the various farmers organizations in the west a write up which would show, the present and past forms of their organizations as the former greatest enemies, and that most of the former troubles can be traced directly to the Grain Growers Association etc. I have been President of the Local Grain Growers Association and have attended the Central Convention as a delegate Could you name me an eastern paper that might publish this write up and pay for it as I want to give the Loyal Canadian Conservative Assn. some advertising

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and also to try and get some ~~[illegible]~~ to do some primary organization work. I would also like to know the address of the Secy of Canadian Manufacturing Association" wishing you success I remain

Yours respectfully

Thomas R. Grant

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Grenville

051890

Ottawa, Ont. February 21st. 1923.

My dear Billy:

Glad to get your letter of the 19th. instant.

I am having all sorts of difficulty getting speakers and workers. However, I expect two French speakers to arrive here this evening and leave here to-night. They are better described as French workers and canvassers, and what needs to be done is to see that they are met and thoroughly imbued with the enthusiasm that prevails and that they go out to get votes and not for any other purpose. I think everything depends on the way they are met and inspired on arrival.

I will of course wire Doctor Morand to meet them, but likely you can do something to see that they are made good use of. Doctor Manion leaves to-night and that will help.

Yours very truly,

W. F. Garland, Esq.,
Prince Edward Hotel,
Windsor,
Ont.

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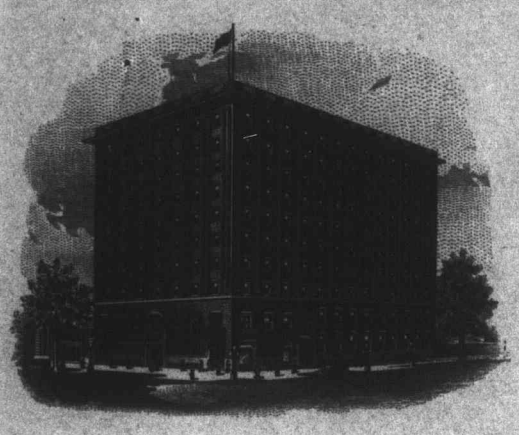
GEO. H. O'NEIL
GENERAL MANAGER

DIRECTION
UNITED HOTELS
OF AMERICA

051891



PRINCE EDWARD HOTEL

THE UNITED CHAIN

MONTREAL, CAN.	THE MOUNT ROYAL	ROCHESTER, N.Y.	THE ROCHESTER
TORONTO, CAN.	KING EDWARD HOTEL	ROCHESTER, N.Y.	THE SENECA
HAMILTON, CAN.	ROYAL CONNAUGHT	ERIE, PA.	THE LAWRENCE
NIAGARA FALLS, CAN.	THE CLIFTON	FLINT, MICH.	THE DURANT
WINDSOR, CAN.	PRINCE EDWARD HOTEL	HARRISBURG, PA.	THE PENN-HARRIS
WORCESTER, MASS.	THE BANCROFT	TRENTON, N.J.	THE STACY-TRENT
ALBANY, N.Y.	THE TEN EYCK	NEWARK, N.J.	THE ROBERT TREAT
UTICA, N.Y.	HOTEL UTICA	BIRMINGHAM, ALA.	THE TUTWILER
SYRACUSE, N.Y.	THE ONONDAGA	AKRON, OHIO.	THE PORTAGE

SEMPER PARATUS

N.P. MOWATT,
MANAGER.

WINDSOR, CANADA

Monday
Feb 19. 23

Hon A Meighen.

Dear Friend Arrived safely & find prospects very bright see Hon J. Graham & Hon Beland here this W. M I have seen quite a few already & got in some work will be out in county tomorrow for the men I want lined up. I honestly believe if you could round up a few French speakers & workers there seems to be a split with them & Irish. The grits figure on 500 majority so we got them scared somewhat & I believe we should try to keep them on the run.

I remain
Yours truly
A P Garland

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051892

Ottawa, Nov. 5, 1925.

Dear Mr. Gosnel:

Many thanks for your note of the 3rd instant enclosing copy of a letter you have written to the "Journal" in reply to Mr. John S. Ewart. I am so overwhelmed with correspondence and with callers I have not yet had an opportunity to read your article carefully but shall do so at the very first opportunity.

Yours sincerely,

R.B. Gosnel, Esq.,
Press Gallery,
Ottawa.

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CANADA

051893

Personal

Press Gallery, Nov. 3, 1925

Dear Mr. Meighen,

I handed this letter into the Journal to-day. I think in my humble opinion it clearly defines the situation.

Faithfully,

R. Gorrell

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Edmonton Journal:

051894

The statement of Mr. John S. Ewart, K.C., respecting the present political situation has been much discussed, but there is no reason why it should be regarded as a a final or even an authoritative word on the ~~question~~ subject of what is the proper course to pursue. One need not question his ability to express a very clear opinion, as he undoubtedly ~~has~~ did, from his own point of view. However, even Homer nods occasionally, and we are apt to attach too much ~~atten~~ importance to a name and a reputation.

There are two considerations ~~in~~ governing the present situation, ~~constitutional~~ a constitutional and an ethical one, and as Mr. Ewart admits that there are no exact constitutional precedents to govern in this instance, the ethical becomes a very important one. ~~In two~~ In considering matters of this kind the two are usually regarded as apart, each having its own weight, just as in law, equity is not always involved in the decision of a court, but in this case they so nearly converge as to be regarded as part of the same question. It really resolves itself into one of what is right rather than what ~~ins~~ can be done within ~~the~~ constitual limits, and in this respect I quite agree with Mr. Ewart when he observes that ~~is~~ is not what the "practice is, but what ought to be." With that in view, it is not very difficult to come to a

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051895

conclusion.

Mr. Ewart is unfortunate in taking two things as the basis of his argument. One is the group system of government, which an attepmpt has been made to introduce into this country; and the other is the alleged similarity of the present situation with that of the Hon. Stanley Baldwin in Great Britain after the elections of 1923. He was then the head of the largest group, but faced with two smaller groups large enough in combination to bring about his defeat. With this certainty in view he was nevertheless permitted to form a government, which he courageously did. He was succeeded by Ramsay Macdonald, he ad of the second largest group who, however, had not, as prime minister, been beaten at the polls, as has been the case with Mackenzie King. Most strictly, therefore, accepting Mr Ewart's own example, Mr. Meighen and not Mr. King should now be called upon.. Following out the parallel a little farther, on the defeat of the Labour Government, Mr. Baldwin came back with an overwhelming majority, showing that in spirit the mass of the people, just as it is with the Conservatives in Canada to-day, were behind him That applies equally well to Quebec, which is essentially protectionist.

Mr. Ewart is mistaken about groups. The tendency in Canada is not towards them, but decidedly against them and in favor of the two party system. In most English-speaking coun-

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051896

tries there has been usually transition periods there have been groups or detached parties, which are simply manifestations of change. With re-adjustments they merge again into the old formations, but with new elements absorbed. That is the British method of advance in politics. In 1919, the result of conditions not necessary to be discussed here, Progressivism flared up in all parts of Canada, but particularly in Ontario, where Progressives formed a group 44 strong in the Legislature and formed a government, and in the Middle West. To-day the Progressives are a negligible quantity in Ontario, and in Canada as a whole, whereas in 1921 they numbered 65 in the House of Commons, today they do not number 25. In the United States, groups of any kind have never obtained a permanent footing. In this connection, France is an unfortunate illustration. As far back as any of us can remember that nation, on account of groups, never has had stable government and its weakness to-day in dealing with its most vital problem of finance is due to that very group system.

But that view, it is admitted, does not necessarily impinge upon the argument as to the right of the Governor-General to permit Mr. Mackenzie King to meet Parliament and allow it to decide. A Governor-General must be blind and deaf to newspaper reports or unauthorized statements. He can only see through the eyes of

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051897

Parliament which is the official mouthpiece of the people after an election. If the Prime minister assures him that the Government, irrespective of issues, can be sustained on division he is justified in allowing it to be tried out.

The question is not that. It is based on the ethical aspect: Should Mackenzie King ask to bepermitted to carry on? For one year while in opposition, he proclaimed that, even though Mr. Meighen in power had a majority on division, he had lost his mandate to govern, and went so far as to contend that he was not ~~ax~~ constitutionally in office and that all his acts were illegal and might be declared nugatory. Can Mackenzie King now in a minority of 145 and with eight defeated ministers, look the country in the face and say he ~~has~~ has a mandate to carry on? In an attempt of that kind he is deliberatley violating the very spirit of the constitution. Mr.King asked, pleaded, for a substantial majority of Liberals over all others. He unequivocally declared that if he did not get it, he would request His Excellency to allow him to go back to the country for the clear mandate he so desired.

Coming back to groups, even when they combine, it should be on allied lines ofpolicy. ~~ThexExagnnnnbxenax~~ Carrying on is only possible by the Progressives and the Quebec Liberal block uniting. They are diverse in every respect, as opposite as the~~pka~~ poles. The immorality of the proposition that

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051898

they should unite to keep a defeated government in power is so obvious as not even to require discussion and so conspicuous as to be without precedent in British parliamentary government Mr. Ewart, as a constitutionalist in this instance, is technically right. Ethically, andin the true spirit of the constitution, he is wholly wrong. He urges the cost of another election as an excuse. That is nothing to be compared with the effect upon business conditions of another long period of suspense and disturbing conditions.

Ottawa, Nov. 3, 1925 — R.B. Bennett

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CANADA

051899

Ottawa, Ont. January 5th. 1922.

Dear John:

I am sending you a file of correspondence relative to extension of St. James Postal District Winnipeg.

You will see that the Postmaster General, in his letter of the 4th. January, puts the thing squarely up to me. I understood in his previous letter he was granting the request.

Please note especially the last paragraph of his letter of the 4th. and let me know your own opinion as regards probable extension of population there, and as well your advice as to what I should urge under the circumstances.

Yours very truly,

John T. Haig, Esq., M.P.P.,
Bank of Hamilton Chambers,
McDermott & Main Sts.,
Winnipeg, Man.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051900

PITBLADO, HOSKIN, GRUNDY, BENNEST & HAIG
PITBLADO, HOSKIN, MONTAGUE & DRUMMOND-HAY
BARRISTERS &c.

ISAAC PITBLADO, K.C., LL.D. A. ERSKINE HOSKIN, K.C., B.C.L.
H. P. GRUNDY E. H. BENNEST JOHN T. HAIG
P. J. MONTAGUE H. R. DRUMMOND-HAY

CABLE ADDRESS:- "CAMFORDS"

BANK OF HAMILTON CHAMBERS
COR. McDERMOTT AND MAIN STREETS
WINNIPEG, MAN.

PLEASE MARK YOUR REPLY FOR ATTENTION OF MR. Haig.

11th January, 1923.

The Right Honourable Arthur Meighen, P.C.M.P.,
Ottawa, Ontario.

Dear Sir,-

~~I herewith~~ return you fyle enclosed in your letter of the 5th instant, which I have read over carefully.

I would recommend the commencing of a delivery service for St. James, but I do not think it is so necessary for East Kildonan. The population is not nearly as dense and I would be more doubtful about it. I believe that the area between the present Winnipeg district and St. James will be filled up within the next two or three years.

Yours truly,

John Haig

Encl.

Post Office Fyle - Re extension of St James District Postal Service

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CANADA

051901

LEGISLATIVE ASSEMBLY
WINNIPEG

9th April,1923.

Honourable Arthur Meighen,
Parliament Buildings,
Ottawa,Ont.

My dear Mr.Meighen,-

Our Government here is proposing to put on an income tax and it seems to me I remember that during this session in Ottawa,the Ottawa House passed a resolution in regard to income tax that the exemption for children should be increased from $300.00 to $500.00. I may be wrong,but it seems to me I remember that being done. Would you let me know if this is correct and also let me have a copy of the resolution,if at all convenient.

Kind personal regards.

Yours truly,

John T. Haig

Please look into this right away & reply

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ARCHIVES PUBLIQUES
CANADA

051902

Ottawa, Apr. 14, 1923.

John T. Haig, Esq., M.P.P.,
Legislative Assembly,
Winnipeg, Man.

My dear Mr. Haig:

The Resolution referred to in your letter of 9th April, and which was agreed to in this House on March 21st, 1923, simply asked the Government to consider the expediency of amending the Income Tax law by increasing the amount of the exemption for each child from $300. to $500.

I am enclosing you a copy of Hansard of that date, and you will find a copy of the Resolution on page 1439.

Yours very truly,

You seem to be doing great work. Things are much better

Arm

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051903

LEGISLATIVE ASSEMBLY
WINNIPEG

April 17th. 1923.

Right Honourable Arthur Meighen,
House of Commons,
Ottawa, Ontario.

My dear Arthur:

I have your letter of the 14th. instant forwarding me the Debates. I thank you very much for the same and appreciate the assistance they will be to me in the Debate.

I can return the compliment. We all here are delighted with your work in the opposition this year. You have dropped the bitterness which makes it fine. We all enjoyed Mr. Steven's address the other night very much. I am sorry I could not be personally present as the House was sitting but I had some of my friends there and they are all praising his address.

With kind personal regards.

Yours very truly,

JTH/W.

J. T. Haig
W.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051904

Ottawa, Ont. May 31st. 1923.

My dear Jack:

I have heard so many reports of your excellent work last Session that I must write to congratulate you.

From all I learn Fawcett Taylor handled his task well, and the success of the Party was due in no small measure to your own active and able work. I have had letters from many to this effect, and it is most welcome news for me to hear.

With every good wish.

Yours very truly,

John T. Haig, Esq., M.L.A.,
Legislative Assembly,
Winnipeg,
Man.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
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CANADA

051905

Ottawa, Ont. June 1st.1923

My dear Jack:

I have heard so many reports of your excellent work last Session that I must write to congratulate you.

From all I learn, Fawcett Taylor handled his task well, and his success as well as the success of the Party was due in no small measure to your own active and able work. I have had letters from many to this effect, and it is most welcome news for me to hear.

With every good wish.

Yours very truly,

John T. Haig, Esq., M.L.A.,
Legislative Assembly,
Winnipeg,
Man.

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PUBLIC ARCHIVES
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CANADA

051906

LEGISLATIVE ASSEMBLY
WINNIPEG

7th June, 1923.

Rt. Honourable Arthur Meighen, K.C.M.P.,
Ottawa, Canada.

My dear Arthur,-

I have your kind letter of the 1st instant and am afraid you are too lavish in your praise so far as I am concerned. Fawcett did extra well. He and I got along, as we always have in the past, in first class style. The recruits we obtained in the persons of Evans, Willis and Bernier were also a very great help. As a matter of fact, the team play between us all was excellent.

Allow me to say in my opinion your work this session was 100% good. You were too bitter last session, but this time your speech on the budget especially was of a high order and we all enjoyed it very much. Keep up the good work!

The address of your friend Stevens was highly thought of in Winnipeg. I had heard him before and knew what to expect, but the rank and file were surprised and delighted with his effort.

Kind personal regards to Mrs. Meighen and yourself.

Yours truly,

John Bracken

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CANADA

051907

CABLE ADDRESS:- "CAMFORDS"

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BARRISTERS &C.

ISAAC PITBLADO, K.C., LL.D. A. ERSKINE HOSKIN, K.C., B.C.L.
H. P. GRUNDY E. H. BENNEST JOHN T. HAIG
P. J. MONTAGUE H. R. DRUMMOND-HAY H. C. CRAWFORD

BANK OF HAMILTON CHAMBERS
COR. MCDERMOT AVE. AND MAIN STREET
WINNIPEG, MAN.

PLEASE MARK YOUR REPLY FOR ATTENTION OF MR. Haig.

9th October, 1923.

Honourable Arthur Meighen,
Ottawa, Ont.

Dear Arthur,-

A.F. Crowe forgot to tell you that his position as Chief Crown Timber Agent has been abolished. This might make some difference with the Civil Service Commission granting him superannuation.

Yours truly,

J. T. Haig

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051908

Ottawa, Ont. October 12th.1923

Dear Jack:

Yours of the 9th. reached me upon my return to-day. I am taking up the matter of Mr. Crowe's superannuation right away.

Yours very truly,

John T. Haig, Esq., M.P.P.
Bank of Hamilton Chambers,
Winnipeg, Man.

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PUBLIC ARCHIVES
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CANADA

051909

LEGISLATIVE ASSEMBLY
WINNIPEG

22nd November,1923.

Rt.Honourable Arthur Meighen,
Ottawa,Ontario.

My dear Arthur,-

I was delighted beyond measure at the attitude of the Conservative Convention of the Province of Ontario. I trust now that all question of the leadership of the Conservative party in Dominion affairs is settled. You know of course that as far as I am concerned I am entirely satisfied with the decision of the Ontario Convention.

This week Sanford Evans and I visited Dauphin and got a splendid Conservative organization started and in the evening had a big meeting in the town hall,it being packed. The next night I went alone to Kelwood and had a fine meeting. Everyone is extremely interested in public affairs and the way the received us at Dauphin and me at Kelwood indicates they are ready and willing to adopt a Conservative administration in this Province. Yesterday Messrs.Evans,Bernier and Kennedy went to Arden. Next week,Taylor,Bernier,Evans and myself will visit Alexander,Oak Lake,Miniota,Kenton and Rivers and the next week we are going to some other Points. I am sure you will agree with us that this is the kind of thing that should be done all the time.

I see you are going to have an election in Halifax and one in New Brunswick somewhere. I expect these will keep you busy.

Will you be up to the convention in Saskatchewan and in Alberta? If you are going through Winnipeg,give me a call,if you have the time.

Kind regards.

Yours truly,

John Bracken

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CANADA

051910

Ottawa, Ont., November 27, 1923.

Dear Jack,

Many thanks for yours of the 22nd. You are certainly doing splendid work in Manitoba. I wish we could get some of the same kind of work done by leading men in the federal field.

We have stiff propositions in the Maritime bye-elections. They would not be very stiff though, in my judgment, if there was a general election.

I intend to be at the Saskatchewan and Alberta Conventions and will see you going through.

Yours very truly,

John T. Haig, Esquire, K.C., M.P.P.
Winnipeg, Man.,

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CANADA

051911

Ottawa, Ont. Dec. 12th. 1923.

John T. Haig, Esq., M.P.P.
WINNIPEG,
Man.

Dear Mr. Haig:

I am afraid it has taken me sometime to get the information you desire with regard to R. D. Waugh. His salary as a member of the Saar Valley Commission was one hundred thousand francs. The reason I have been so long is I was trying to find if it had been increased since he took over the job but I cannot get any information on that point. I hope this is not too late for your purpose.

Yours faithfully,

Private Secretary.

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CANADA

051912

CANADIAN PACIFIC TELEGRAPHS

Ottawa, 31st October, 1925.

NIGHT LETTER

J. T. Haig, K.C.
Winnipeg, Man.,

Am writing to thank you as I should. This just a prelude. It was a wonderful achievement. Please telephone sincerest and lasting thanks to Sharpe. Taylor, Ferguson and all.

Arthur Meighen

Charge Rt. Hon. A.Meighen
Ottawa

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CANADA

051913

Ottawa, November 1, 1925.

Dear Mr. Haig:

Mr. Meighen asked me to send you the attached telegram from Mary Gordon as he cannot place her and thinks that you will probably know who she is. If you happen to know her would you be good enough to let me have her full name and address.

Yours faithfully,

J.T. Haig, Esq., M.L.A.,

Winnipeg, Man.

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CANADA

051914

LEGISLATIVE ASSEMBLY
WINNIPEG

November 3,1925.

Rt.Honourable Arthur Meighen,
Ottawa,Canada.

My dear Arthur,-

I herewith enclose you a list of the chaps who helped on the North line. I want you to write all these men a personal letter and give them a good send off. They are all friends of ours. Please return the memorandum to me,when you are through.

You can see I am getting ready for another election. Whether King hangs on,or you are asked to form a Government, I think we will have an election within a year,so we had better keep our fences well mended.

Yours truly,

John T. Haig

Address:

John T.Haig,M.L.A.
Bank of Hamilton Chambers,
Winnipeg.

Encl.

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PUBLIC ARCHIVES
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CANADA

051915

LEGISLATIVE ASSEMBLY
WINNIPEG

5th November,1925.

Right Honourable Arthur Meighen,
Ottawa,Ont.

Dear Arthur,-

I herewith return you the wire signed "Mary Gordon". This is Mrs H.F.Gordon, wife of Dr.H.F.Gordon of 502,Boyd Building,Winnipeg. Dr.Gordon is a brother of Ralph Connor,but does not agree with Ralph politically. This man is a Conservative and of course Ralph Connor is a Liberal. He is a little on the outs with some of the other members of the medical profession,but is one of our good supporters. His wife, the party who signed this telegram, is said to be quite a smart woman.

Yours very truly,

John T. Haig

Address:
John T.Haig,M.L.A.
Bank of Hamilton Chambers,
Winnipeg.

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PUBLIC ARCHIVES
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CANADA

051916

HOUSE OF COMMONS
CANADA

Leader of the Opposition

Ottawa, Nov. 6, 1925.

Send out if not written already

J.T. Haig, Esq., M.L.A.,
Winnipeg, Man.

Dear Jack:

I am writing to the list that you have suggested as workers in Portage, but in doing so I am not overlooking the great part that you played, and the very deep debt of gratitude that I owe you personally. I shall not attempt in this letter to express this in full measure owing to press of work, but I know you will understand how deeply appreciative I am for all that you have done. In fact I don't know what I should have done without you and the others who took particular charge of me and my own riding.

With kindest personal regards, and renewed thanks,

Yours very sincerely,

Arthur Meighen

Did I not write Haig before?

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CANADA

051917

LEGISLATIVE ASSEMBLY
WINNIPEG

November 6,1925.

Right Honourable Arthur Meighen,
Parliament Buildings,
Ottawa, Ontario.

Dear Arthur,-

I herewith enclose you under separate cover two pictures taken during the trip in August. One,of Taylor,yourself and myself at Stonewall;the other,when you came out of the C.P.R.station. I thought you might like these as a remembrance of old days.

Yours very truly,

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PUBLIC ARCHIVES
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CANADA

051918

Ottawa, Nov. 7, 1925.

J. T. Haig, Esq., M.L.A.,
Winnipeg, Man.

Dear John:

I have yours of the 3rd, and am writing all the parties to whom you refer.

Yours very truly,

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051919

Ottawa 7th Nov.1925.

Dear Jack,-

I am writing letters to those in the further list which reached me this morning. If there is anything else I can do in this regard, please let me know.

Yours very truly,

John T.Haig, Esq., M.L.A.
Bank of Hamilton Chambers,
Winnipeg, Man.

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CANADA

051920

LEGISLATIVE ASSEMBLY
WINNIPEG

November 7,1925.

Right Honourable Arthur Meighen,
Ottawa,Ontario.

Personal.

My dear Arthur,-

I met some friends of mine to-day on the street and they told me ~~Dixon~~ Woodsworth and Heaps would probably vote to keep you in office,if they were sure of no opposition from our party in the next election. I told them I was not interested, but I thought I should pass the information on to you.

Your friend MacKenzie King is going to hand on until the last dog is hung. He hopes to get a vote to sustain him and then go out and try to re-organize.

Our friend here,Beaubien, although a Progressive,will vote for you any time he is sure the Government will be licked.He would prefer to keep you in power four years,but will not vote with you,unless he is sure of defeating the Government.When we can get one in Manitoba,surely your leaders in the other Provinces can do as well. Can you count on any from Saskatchewan,Alberta or Ontario?

Kind regards.

Yours very truly,

John T. Haig

Address:
John T.Haig,M.L.A.
Bank of Hamilton Chambers,
Winnipeg.

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PUBLIC ARCHIVES
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CANADA

051921

Ottawa, November 11, 1925.

Dear John:

Thanks for your letter of November 7th. Would not feel like getting any undertaking whatever to the two representatives to whom you refer, at least none along the lines suggested.

Am rather disappointed at the very limited measure of support now suggested by the member for the south county. My understanding was quite different. On the basis stated in your letter the support would be practically worthless because no one could know in advance what he insists on knowing. If this is the stand he takes we will know how to deal with the county in the future.

Yours sincerely,

John T. Haig, Esq., M.L.A.,
Bank of Hamilton Chambers,
Winnipeg, Man.

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CANADA

051922

Ottawa 11th Nov.1925.

Dear Jack,-

Thanks for the pictures enclosed with yours of the 6th inst. I am glad to have them as a souvenir of my Manitoba visit last year.

Yours very truly,

J.T.Haig, Esq., K.C. M.L.A.
Winnipeg, Man.

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051923

LEGISLATIVE ASSEMBLY
WINNIPEG

11th November, 1925.

Right Honourable Arthur Meighen,
Ottawa, Canada.

My dear Arthur,-

I forgot to give you the name of Mrs. Jessie Kirk of 800, Jessie Ave. Winnipeg. She went into your constituency and made some fine speeches. Mrs. Kirk is all right where she is not known. She was not known in the north country and made a good impression. I think you should write thanking her for the assistance she gave.

Yours truly,

Address;
John T. Haig, M.L.A.
Bank of Hamilton Chambers,
Winnipeg.

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CANADA

051924

LEGISLATIVE ASSEMBLY
WINNIPEG

12th November, 1925.

Right Honourable Arthur Meighen,
Ottawa, Canada.

(Personal)

My dear Arthur,-

Last summer I was elected with seven others to represent Western Canada on the team of curlers going to Scotland to curl this winter. The team is composed of thirty-six men from Canada:- 6 from Nova Scotia; 6 from New Brunswick; 8 from Quebec; 8 from Ontario and 8 from Western Canada. This team would leave here the 27th of December and return the 6th or 7th of March.

I would miss about half the session of the local legislature, but Taylor and the other chaps are agreeable to my being away, as we do not expect a provincial election this summer. It appears now that Bracken will hold on until the last dog is hung.

The question, however, arises as to whether we will have a Dominion election. When you meet the 10th of December, I presume King hopes for a majority vote, and, if he gets it, I suppose he will adjourn the House and try to get a seat for himself and re-organize his cabinet. Those men would have to seek re-election and it would probably be the first of March before the House was really re-organized and down to business; then there would be the possibility of the Government being defeated at almost any time. In view of this possibility of an election in the Dominion, I did not want to be away as I did not think it would be fair to the party or myself. In the meantime, the curlers are pressing me for an answer one way or the other. What do you think of the possibilities of a winter Dominion election, or will it come off next summer, if at all?

Kind personal regards.

Yours very truly,

John T. Haig

Address:
John T. Haig, M.L.A.
Bank of Hamilton Chmbrs.,
Winnipeg.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051925

Ottawa, November 14, 1925.

Dear Jack:

Your personal letter to Arthur is before me. I regret that he is away but you will, I know, appreciate the need there is for him to have a reasonable rest, and he will not be back for some little time, and has asked me to deal with his correspondence and other matters during his absence. If I may offer you my opinion I would think that there is not much likelihood of a general federal election until well on in the spring, even if there will be one then, and I see no reason why you should not take the trip you have planned. I know the Chief will greatly appreciate your loyalty, but I think this sacrifice will be unnecessary.

Yours sincerely,

John T. Haig, Esq., M.L.A.,
Bank of Hamilton Chambers,
Winnipeg, Man.

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CANADA

returned as requested

051926

LEGISLATIVE ASSEMBLY
WINNIPEG

November 14,1925.

Right Honourable Arthur Meighen,
Ottawa.

My dear Arthur,-

Your letter of the 11th instant to hand and contents noted.

I think you misunderstood my letter about Beaubien. You are a great man to hue to the line,but when you are dealing with a Progressive Frenchman,the line sometimes moves. Beaubien has no love for MacKenzie King at all but what he says is this: "If I vote for Meighen all the time, "it will simply mean I shall have no chance in an election for "re-election;what I want to do is to carry on for four years." However, he has agreed to vote exactly as Aime and I ask him to when the time comes.

You know I have sat in the House where they have groups.-I had two years of this under Norris,and most men will vote to keep the Parliament going. While you have had more experience than I in Parliament,still you will discover when dealing with groups,that they will not vote to put a Government out of business,unless they are sure that the Government coming in,will stay on and not have an election.

I entirely agree with your comments about the other two Winnipeg representatives. The two men representing the North of course were lucky to get in the way they did.

Yours truly,

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CANADA

051927

Ottawa, November 17, 1925.

Dear Jack:

I think I informed you yesterday that the Chief had left for the South for a brief holiday. I now have your letter regarding Beaubien and am very much pleased with what you say, and will see that the Chief is fully advised on this point.

Yours sincerely,

John T. Haig, Esq., M.L.A.,
Winnipeg, Man.

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CANADA

051928

LEGISLATIVE ASSEMBLY
WINNIPEG

November 23,1925.

Right Honourable Arthur Meighen,K.C.M.P.
Parliament Buildings,
Ottawa,Ont.

My dear Arthur,-

I see by the papers and heard from Mr Stevens that you have been away taking a much needed rest. I am sure you will have a strenuous time when you get back.

I have been talking to a good many people who are acquainted with the Progressives and have been talking to two or three of themselves,and have come to the opinion that the man they will vote for is the man who can keep in power for the next year or two without an election. The general opinion among the Progressives seems to be if they go to the country,they will be wiped out and a Liberal or Conservative returned.

I suppose you knew that St.Pierre from Hochelaga,Montreal,has been here for three or four days visiting with Beaubien. He went home this morning and I do not think he made any progress. Senator A.Hayden was here last week conferring with Hudson and then he went on to Regina. A friend of mine saw him in Regina and wrote me. They are going to move heaven and earth rather than relinquish their grasp.

Fawcett told me last week that Mrs.

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051929

LEGISLATIVE ASSEMBLY
WINNIPEG

Rt.Hon.Arthur Meighen,

Meighen and yourself are coming to Portage to give your personal thanks to the people. This is a splendid idea and if you have the time,I think you should visit the other parts of the constituency and do the same thing. A thank you now may be worth weeks of campaigning when the election comes sooner or later.

Yours truly,

J.T.H.

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PUBLIC ARCHIVES
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CANADA

051930

Ottawa, Dec. 5, 1925.

John T. Haig, Esq., M.L.A.,
Winnipeg, Man.

My dear John:

Mrs. Meighen and I have decided to go to Portage and hold a reception in the afternoon and dance at night for either the 18th or 19th of this month. Mrs. Meighen will probably leave next Thursday to co-operate with the President of our Association, Mr. W.H. Burns, in making the arrangements.

Then I would like for either myself or both of us to go up into the North district. We could probably not go to more than one place though as the roads would not permit of travelling. Still it seems to me it would be better for me to go and show them some attention anyway. Possibly we will be communicating with you as to what arrangements to make.

Yours very truly,

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CANADA

051931

Ottawa, Ont., 5th December, 1925.

Dear John,

I would like you to secure for me extracts from speeches made by either Liberal or Progressive candidates in Manitoba in the late election. The extracts I would like to get are those in which one party knocked the other or the leader of the other. These could probably be most easily taken from the local papers. I would think you could have someone look over these local papers which would be on file in the Parliament Buildings at Winnipeg. You can understand the object I have in view. I want to show that previous to the election the Liberals had no confidence in the Progressives and the Progressives were running directly against and slammed the Liberals, their policy and their Leader. I would thank you very much if you could get me this data here by the first of the year as I will probably want to use it very shortly after.

Yours very truly,

J. T. Haig, Esquire, K.C., M.L.A.
Winnipeg, Man.,

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051932

LEGISLATIVE ASSEMBLY
WINNIPEG

December 5,1925.

Right Honourable Arthur Meighen,
Parliament Buildings,
Ottawa, Canada.

My dear Arthur,-

A very close friend of mine called up to-day and wanted to know if we would consider letting King have an acclamation in St.Boniface - in fact it was Paterson, father of Norman M.Paterson, who is a strong supporter of the Liberals. I told him no chance, if King came up here, we would fight him to a finish.

Is there any possibility of getting four or five Progressives to support us? I think,if properly approached, that this could be done at this end, but it would have to be done in a very judicious manner.

A good many chaps here are anxious to give you a dinner between now and the end of the year, a Winnipeg celebration. I spoke to Fawcett and he said they were going to have one in Portage La Prairie. However, you could have one there and also one here.

The Old Country element here are kicking pretty hard about your stand on the war question. In fact some go so far as to say you should be deposed as leader of the Party. Of course,the question we all ask them is: "What is wrong with the principle of allowing the people to decide the issue?"

Kind regards.

John J. Bowman

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 90)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051933

Ottawa, December 8, 1925.

Dear John:

Yours of the 5th is most interesting. Do you think the approach to you about St. Boniface was genuine. I doubt very much if it originated here.

I don't think I should take a dinner in Manitoba this time. I am going out for the purpose of giving something myself and showing some recognition. Remember we want you and Mrs. Haig to come up. We are not issuing invitations but would like any others who can conveniently come of those who took part in the winning of the electiongto be sure to be on hand. Possibly you would undertake to telephone to a few and see if they could come.

Most sincerely,

John T. Haig, Esq., M.L.A.,
Winnipeg, Man.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051934

LEGISLATIVE ASSEMBLY
WINNIPEG

December 8, 1925.

Right Honourable Arthur Meighen,
Parliament Buildings,
Ottawa, Canada.

(Personal)

My dear Arthur,-

Re - Portage La Prairie and district celebration.

Your letter of the 5th instant to hand and contents noted. I certainly think it would be better for you to go North on the 18th, because the train does not come back on Sunday, so if you went on the 19th, you could not get back until Monday. Therefore, you would really have to go on the 18th. The train leaves here at 2 o'clock in the afternoon and would get to the end of the line about 8 in the evening, and you would leave the end of the line about 4.20 in the morning and get back to Winnipeg at 10.45 in the forenoon. You could go on to Portage La Prairie on the 1 o'clock in the afternoon C.P.R. train.

The only question would be: Where to hold the reception or meeting? I personally believe the best place would be Ericksdale, as the people from Lundar and that way could come up to Ericksdale and the people from the North could come down on the train in the morning and go back on the train in the evening, and thus you could meet them all. One of our very best workers lives at Eriksdale.

Please let me know at once if this can be carried out, so I can write the men all along the line to make the necessary arrangements.

Yours truly,
John Bracken

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ARCHIVES PUBLIQUES
CANADA

051935

PITBLADO, HOSKIN, GRUNDY, BENNEST & HAIG
PITBLADO, HOSKIN, MONTAGUE & DRUMMOND-HAY
BARRISTERS &C.

ISAAC PITBLADO, K.C., LL.D. A. ERSKINE HOSKIN, K.C., B.C.L.
H. P. GRUNDY, K.C. E. H. BENNEST JOHN T. HAIG
P. J. MONTAGUE H. R. DRUMMOND-HAY H. C. CRAWFORD

CABLE ADDRESS:- "CAMFORDS"

BANK OF HAMILTON CHAMBERS
COR. MCDERMOT AVE. AND MAIN STREET
WINNIPEG, MAN.

PLEASE MARK YOUR REPLY FOR ATTENTION OF MR. Haig.

December 9,1925.

Rt.Hon.Arthur Meighen,
Parliament Buildings,
Ottawa.

Dear Arthur,-

Re - Progressive and Liberal Speeches.

I shall follow this up and get you the references as soon as I can. The trouble is we do not keep the fyles of the newspapers at our Parliament Buildings. They keep a sort of Hansard,but I am afraid they will not have copies of the speeches. However, I shall look it up, see what I can find out for you and let you know.

Yours truly,

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051936

Ottawa, Dec. 11, 1925.

John T. Haig, Esq., M.L.A.,
Winnipeg, Man.

Dear John:

I have yours of the 8th. If I could get to bed on the train somewhere around midnight I would be glad to go up on the 18th. Really I scarcely feel game for sitting up until 4.20 as I will have a pretty heavy day the next day. Would think I could arrange to get to bed all right and would like very much to go up. I will follow your judgment as to where I should go.

The above, of course, is conditional on the 19th being all right for Portage la Prairie. Have no definite word yet.

Yours very truly,

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CANADA

MEIGHEN PAPERS

SERIES 3

(M.G. 26, I, Volume 91)

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Halifax Herald July 27/23

051937

SPLENDID APPEAL TO ~~PEOPLE~~ BY RT. HON. ARTHUR MEIGHEN IN BEHALF OF NATIONAL LINES

"I Appeal to the People of Halifax to Give a Loyal Trial to the Government Railways System.—Our System Must Earn its Own Way and Must Win Success by SERVICE," Conservative Leader Declares in Compelling Address Before Halifax Commercial Club—The History of the Coming of National Ownership.

WITH impressive warmth of speech and a compelling gesture of entreaty, Rt. Hon. Arthur Meighen, leader of the Opposition in the House of Commons, concluded a memorably fine address before a large audience of representative business and professional men at the Commercial Club luncheon yesterday, by appealing to the citizens of Halifax to give, as he phrased it, "a loyal trial" to the system of Canadian Government Railways. Mr. Meighen's subject was "Government Railways," and from the beginning of his address to the peroration he held the closest attention of his auditors, and convinced all, irrespective of their political creeds, that he is unmatched as a public speaker in this country.

THE occasion was the weekly luncheon of the Commercial Club, and the banquet hall of the Green Lantern was filled with members and special guests.

J. S. Roper was chairman for the day; and at the head table with him, and on each side of the right honorable speaker, sat Hon. W. J. O'Hearn, Attorney-General of Nova Scotia, Hon. Mr. Justice Chisholm, of the Supreme Court of Nova Scotia, Sir Robert Falconer, president of Toronto University; Dean Llwyd, George S. Campbell, chairman of the Board of Governors of Dalhousie university. Mr. Roper briefly introduced Mr. Meighen, paradoxically, as a notable citizen of Canada "who needed no introduction."

AT the outset Mr. Meighen won attention by the simple statement that the Canadian National Railways at least in its mileage, if not in all its appurtenances, the largest single system in the world. He chose the Canadian Government Railways system as his theme because he was aware that the public had no clear conception of the means and methods adopted some years ago for the formation, management, and extension of the system.

For many years four privately owned and managed railway systems operated in Canada. Advances had been made to succeeding governments to constitute them all under one system, to be owned and operated by the Canadian government. For years the governments had resisted these advances. At length, however, the problem became paramount and insistent.

"And so," said the speaker, "rather than go on in the way we had been doing, by making vast loans to the operating private companies, which were failing one by one, we decided on constituting a system of government railways which would, on the one hand, avoid all the perils of railways owned and managed by other governments, and which, on the other hand, would give room for parliamentary control, that is, the people's control through their representatives in Parliament."

HISTORY showed, the speaker went on to explain, that government owned railways existed in Germany and in Australasia, and, temporarily, in the United States. In all these cases, however, the governments had said, "We'll operate our railways as we do our postoffices and other public utilities." Here history contained a warning. And so in Canada we decided that since we should operate a railway system with a mileage extending across or over a continent, we must operate according to a new method. The old methods of government ownership of railways would not do. For there could be no success, owing to political interference and inefficiency. On the other hand, a directorate of incorporated title and capital, subject to parliamentary control, that is, the people's control through their representatives, was necessary to success."

The speaker proceeded to disclose the evolution of the Canadian Government Railways system as it is today. In 1919 when the Canadian National Railways Act was passed the government owned the Transcontinental, the Intercolonial and the P. E. I. railways, and we had on our hands, through a receivership, the Grand Trunk. The act passed in 1919 committed to the Canadian National Railways Company directorate the operation and management of the invested properties, but extensions and expenditures were the sole prerogative and function of Parliament.

THE management of all incorporated railways, of the entire mercantile marine and of the express companies was the function of the board of directors. But the power of the board in regard to extensions and expenditures was delimited by Section 23 of the 1919 Canadian National Railways Act, as follows:

> "With the approval of the governor-in-council and upon any location sanctioned by the Minister of Railways and Canals, the company may from time to time construct and operate railway lines, branches and extensions, or railway facilities or properties of any description in respect to the construction whereof respectively, Parliament may hereafter authorize the necessary expenditure or the guarantee of an issue of the company's securities. A copy of any plan and profile made in respect of any completed railway shall be deposited with the Board of Railway Commissioners for Canada."

"In other words," Mr. Meighen explained, "the directorate board must come to Parliament for voting on a demand for extension, and Parliament alone should authorize required expenditures."

AT this juncture the speaker explained that the government was compelled to refuse publicly to disclose or give out such information as might prejudice the board in operating or be of advantage to the board's competitors. To appreciate the necessity of this move, we should reflect on the novelty of the whole experiment. The Canadian National Railway system was a great and unique system. Again: it was under corporation management. Further, Canada had two systems of railways —one (the Canadian Pacific) owned and operated by a private company; the other (the Canadian National) owned and operated by the government. "No," said Mr. Meighen, "the Canadian Pacific would serve as the exemplar and a spur to the good management of the government-owned railway system. A sort of predicament arises. On the one hand, the directorate of the Canadian National Railways system much not disclose their management, or divulge anything that would hamper them in the management or be of advantage to their competitors. On the other hand, it is important now, as at the beginning, that the people should submit patiently to such conditions of management as will make it possible for the directorate successfully to work out the National system.'

Why should the people submit patiently for an adequate time?

Addressing himself to this question, Mr. Meighen said:

"The Canadian National Railways system, with a corporation directorate under parliamentary control, was the best alternative in sight—and the government did not rush into it. We acted under compulsion of conditions. It is not likely, however, that any government directorate will succeed better than a private corporation.

"The real advantage consists in the gathering together of six scattered and staggering—not only private but also separate—units and forming them into one vast unit. It is the **UNIFICATION**, not the government system as such, that counts. Moreover, formerly, the six private interests were competing with each other. Two had really come to the end of their tether and two had given up the ghost. What is going to count in the long run is the Unification and Centralization of the management of the new system. What will bring all these roads into solvency and lift the burden off the shoulders of the people is the long process of Unification.

"BUT another phase, and a serious one, shows its head," said the speaker in concluding. "Parliamentary control of capital invested in the system is absolute. In its way the powers of the directorate also are absolute. But the people of Canada will rightly expect a disclosure of the actual operation or management of the directorate, and yet the directorate must be shielded from political interference. How shall both ends be attained. There must come a time when some method should be devised for reviewing the methods of operation. The directorate has the management of millions and billions of public money, and it is therefore only reasonable to expect that the people will in due time ask that these methods be disclosed to the people. We have not yet worked out how we shall bring the actual operations for review before Parliament. But it must be done, for whatever be the confidence that the people may have in this or that directorate, the people will eventually demand that the operation methods be revealed.

"Let us not be too insistent at present. I appeal to the citizens of Halifax to give a loyal trial to the Government Railways system. Our system must earn its own money and it must win success by SERVICE. In a sense the C. P. R. is a national railway, and it has won its success by SERVICE."

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051938

McINNES, JENKS, LOVETT & MACDONALD
BARRISTERS, SOLICITORS, &c.

HECTOR McINNES, K.C.
STUART JENKS, K.C.
L.A. LOVETT, K.C.
W.C. MACDONALD
F.B.A. CHIPMAN
N.E. MACKAY

CABLE ADDRESS "McINNES"
35 BEDFORD ROW
HALIFAX, N.S.

PRIVATE.

October 18th, 1923.

Dear Mr. Meighen:-

I understand the situation here very thoroughly, and understand McCurdy's attitude. McCurdy of course would do anything to win here, and though he tells me that nothing would persuade him to run, in discussing the matter with him one evening he said he would not mind putting up $25,000. himself if he ran, in order to win the county.

I almost think that we ought to make more of the fact that the Government is using the position of President of the Exchequer Court for its own political purposes They did the same thing with the appointment of D. D. MacKenzie as Supreme Court Judge, leaving the appointment open for nearly a year to suit party exigencies. Either a second judge is necessary in the Exchequer Court or it is not. I believe it is. Judge Audette left four or five cases here in September untried because it was necessary for him to go West. The result is that in the absence of the Exchequer Court Judge the Court is suffering and our newspaper men ought to make more of it.

I understand that one of the reasons that Maclean was summoned back here is because there is the split in the ranks of the party as to whom it shall nominate; but internal conditions in one constituency is no reason why one of the highest

Rt. Hon. Arthur Meighen.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051939

judicial appointments in the land should be made the football of party difficulties.

I have just wired you that I think it will be wise for Dr. Tolmie to come. The only thing that I hesitate about is that I may have to go to Montreal some time next week on very important professional business, and you understand I would like to be here when the doctor arrives because I think I can help him. I understand exactly McCurdy's plans and motives.

Yours very truly,

Charles Hughes

Right Honorable Arthur Meighen, P.C.,
OTTAWA. Canada.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051939

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Yours very truly,

Hewton McHughes

Right Honorable Arthur Meighen, P.C.,
OTTAWA. Canada.

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ARCHIVES PUBLIQUES
CANADA

051940

HOUSE OF COMMONS
CANADA
Leader of the Opposition

Halifax, October 18-23

Right Honourable Arthur Meighen
Ottawa

ZORNWHITE out of town for a day or two. Unless you have information that Maclean not likely appointed soon think it advisable Doctor Tolmie come here soon as convenient.

Hector McInnes

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

TELEGRAM

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HALIFAX NS OCT 18-23

RIGHT HONORABLE ARTHUR MEIGHEN.

OTTAWA ONT.

ZORNWHITE OUT OF TOWN FOR A DAY OR TWO STOP UPROAR YOU HAVE INSANITY THAT MACLEAN NOT LOVER ARDENCY SPECKLED THINK IT AGGRAVATING DOCTOR TOLMIE COMPASS HOBGOBLIN SOON AS CONVENIENT

HECTOR MCINNES

445 PM

051941

MEIGHEN PAPERS, Series 3 (G.G. 27, I, Volume 31)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051942

62, INGLIS STREET,
HALIFAX, N.S.

Sunday P.M.

Dear Mr Meighen:

Just a note. I find our workers right up in the collar, all working and all confident. I have not yet sized up the situation or ascertained current opinion. The Liberals I think are all

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CANADA

busily at work
and the local govern-
ment are putting forth
an extra whip to
get all their men
here. I don't know
if I quite approve
our tactics which
is to concentrate
our campaign as a
protest against the
treatment Nova
Scotia is receiving
at the hands of
the Dominion

051943

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PUBLIC ARCHIVES
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CANADA

government. Of course
everything is open to an
opposition but I
dislike to be a party
to creating an Ire-
land in the Domin-
ion. We are having
hard times and I feel
that though we
may take advant-
age of that and compare
the present condition
with the promises of
1921 yet we ought
not to push the
Question further
and

051-9464

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CANADA

and simply that our
present monetary
difficulties flow from
the fact that we are
a small Province of
the Dominion.
While individuals
announce that they
intend to vote for
Black so far I think
they are only special cases.
It's the silent voter
that wins an election.
I will judge better
by Wednesday when
I will write you.
Yours Very truly
Hilary M. Jones

Hon. Jonathan Rogers has resigned his Portfolio in the Cabinet and he will be succeeded by Freeman Cook, K.C. of Bonavista.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051946

McINNES, JENKS, LOVETT & MACDONALD
BARRISTERS, SOLICITORS, &c.

HECTOR McINNES, K.C.
STUART JENKS, K.C.
L.A. LOVETT, K.C.
W.C. MACDONALD
F.B.A. CHIPMAN
N.E. MACKAY

CABLE ADDRESS "McINNES"
35 BEDFORD ROW
HALIFAX, N.S.

Sunday
Can Train

Dear Mr Meighen

I am on my way to Montreal & Toronto and I like the look of the Western meetings.

Brown of the C.N.R at the instance of Ned Macdonald & Finn took a most disgraceful & ~~vulg~~ part in the Halifax Campaign. Watch the Herald for ~~next~~ tomorrow or Tuesday and I am seeing that a copy of that editorial gets into every M.P.'s hands in Canada a - except of course Quebec. It's hopeless. We doubtless in Halifax strengthened your hands. Borden is making a fool of himself in ~~N.B~~ Kent. Good luck

In haste
Hector McInnes

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CANADA

28

051947

Halifax, N. S., Nov. 6/23.

IN STRICTEST CONFIDENCE.

Honorable Arthur Meighen,
21 Cooper Street,
Ottawa.

My dear Mr. Meighen:

I appreciate very much your letter of recent date with reference to Dr. Tolmie's visit.

For twenty years now I have been in the hurly burly of every campaign in Halifax County, and I have never known a time when our people were more enthusiastic and more confident of victory than at present. If a strong candidate is nominated, I am firmly convinced that we can put on a wonderful campaign and reasonably confident that we can elect our candidate and break the "solid sixteen" in this province. The Liberals are divided. This is no hearsay or idle gossip; I know what I am speaking about. On Sunday last R. E. Finn started out from Halifax with the machine candidate to distribute credentials. Redmond and his supporters,- the old Laurier guard, heard of this, organized a delegation which yesterday waited on Premier Armstrong in the Province Building and imformed him that unless there was a fair distribution of convention credentials and Redmond given a fair break, then that section of the Liberal party would hold another convention, nominate Redmond and oppose the machine candidate.

It was at first thought that McCurdy would run. Decision regarding him was uncertain until Dr. Tolmie's arrival. Dr. H.K. MacDonald was then considered. He definitely informed Dr. Tolmie that it was impossible for him to run for the Federal, but that he would be available for the Local. Then W.A. Black, a most prominent citizen, head of the Pickford & Black Steamship Company, was approached. He was very favorable, said that he would not see the party stuck, and yesterday afternoon practically gave assurance that he would accept the nomination. This

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051948

morning he writes a letter to the president notifying him that he has definitely decided not to be a candidate. Frankly, Mr. Meighen, and I think you should know it,- I fear there is treachery going on. To defeat the Liberal Candidate in Halifax County now would crush the entire forty-year-old Liberal machine in this province. In the judgement of many of us who have exerted every effort to advance the interests of the party, the Provincial Government has too many influential friends in the Conservative Party, people who are perfectly willing to remain Conservatives and to contribute to the Conservative cause, but at the same time keep a weather eye out for the interests of the Provincial Government.

If you want Halifax County it can be won, but it can only be won by you personally making your influence felt. The Convention is next Wednesday, and while I realize how busy you are - how many things you have to attend to, I still feel that the situation is of such vital improtance to your political future and to the future of the party that you should wire President Roper at once notifying him that you will come to Halifax not later than Tuesday. I believe if you come here, attend the Convention and insist on a strong man running more will be accomplished than you can imagine.

With kind personal regards, I am

Yours very truly

W.H. Dennis

WHD/AAF.

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CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

CANADIAN NATIONAL TELEGRAM

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HALIFAX NS 9 644 P

RT HON ARTHUR MEIGHEN
OTTAWA ONT 434

I HAVE SENT ZORNTAPE FOLLOWING MESSAGE PLEASE GIVE HIM COLOURED OBTAINING BEGIN AFRAID WHOOP WILL BE WRY SUFFOCATING CARBONIFEROUS UNLESS WHOOP CAN PHTHISIS WAYLAID ABSOLUTELY BLOUSE TO SALOON STOP BLOUSE SERIOUSLY CONSIDERING MATTER AND WE WOULD LIKE IF YOU WOULD WIRE THAT IT IS PURIFICATION EGOTISSICAL FOR BLOUSE AND IN ACCORDANCE WITH TWILL OF BLOUSE FEEBLE STOP WE HAVE PROMISED TO REPAIRING BLOUSE OF YOUTH

HECTOR MCINNES.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

051949

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051950

Ottawa, Ont. November 13th. 1923.

Dear Hector:

I appreciate very much your letter of Saturday, just received. This gives me a very clear insight into how things are going. As to any difference in policy as between myself and Mr. McCurdy, there is not the slightest.

My thoughts are entirely absorbed in Halifax for to-day and to-morrow.

Yours very truly,

Hector McInnes, Esq.,
62 Inglis Street,
Halifax, N.S.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051955

Second Sheet

62, INGLIS STREET,
HALIFAX, N.S.

sent for me. and had
a proposition to select
5 good men for the next
local - nominate them
and get good men and
insure our party with
the names; We got in
touch with:
R. B. Colwell
Dr H K Macdonald
Alex Macdonald
(Bay)
Rumm was away
and we know he will
run. These accepted
just as they said to
back up Black. For-
tunately Black came

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051951

Personal

62, INGLIS STREET;
HALIFAX, N.S.

Saturday P.M.

Dear Mr Meighen:—

I dislike writing letters to a busy man by hand but I think you will like a report. I think McCurdy at heart thinks we can't win and intimates or rather suggests there is a difference between your policy & his—; but Dr Tolmie

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will have given you
his estimate of his
conduct.

I was away for
about a week, when
I got home, after mid-
night, Dennis got me
on the phone and
said I must take a
hand in or rather I
must abandon every
thing and try to get
a good business man
to run; that Black,
on whom their hopes
centred, was next
morning to write
refusing to run.

051952

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Well Black wrote his letter. In the afternoon Black came to see me. I purposely kept out of his way and let him talk. He went over his doctor's advice, his wife's fears, his family's opposition, but in the end he told me what all the boys told him, and intimated that much as he disliked it he would not see the party go under if he thought he was essential to win. We discussed

95-953

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CANADA

the situation really
on a plane that was
creditable to Black.
Of course one thing
Black is deservedly
proud of and that is
his family's record
for public service.
That is his desire
– live up to the family
tradition – which is
Tory – British con-
nection Imperialism
if you like. I think
on Wednesday Black
will accept. ~~Can~~
Yesterday a number
met and about 5 P.M.

051954

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

05195 Second Sheet

62, INGLIS STREET,
HALIFAX, N.S.

sent for me. and had
a proposition to select
5 good men for the next
local - nominate them
and get good men and
insure our party with
the names; We got in
touch with:
R. B. Colwell
Dr H K Macdonald
Alex Macdonald
(Bcq)
Crumm was away
and we know he will
run. These accepted
just as they said to
back up Black. For-
tunately Black came

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ARCHIVES PUBLIQUES
CANADA

and chuckled with
delight at what the
"boys" were doing. 5 of
us were appointed to
wait on H.R. Silver
this morning but he
turned down our idea
I thought a little too
brusquely. However we
will get a fifth man
and then Black will
come I think.

After the little
assembly yesterday
afternoon Dennis &
myself thought we
might get Sir Robert
to write Black back

051956

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CANADA

to keep you advised I
sent a copy of my wire
to you.

Privately Sir Robert
never was overly fond of
Black – the latter does
not know it; but
I did not tell Dennis.

Black hates to make
– or rather, attempt to
make, a speech so we
have told him he must
not stay home at night
we will have no public
meeting and run a
fair show by arrang-
ing to get our ~~cands~~
vote out. We may ask
George Henderson if he'll

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CANADA

be a candidate for the local — You see my writing you tonight you will have my letter Tuesday. With kindest regards.

Yours Very truly

Hector Cameron

051958

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051959

St-Gédéon, 6/12/23

Le Très-Honorable
R. Meighen M.P.
Ottawa -

Cher Monsieur,

Les journaux nous apportent la fameuse nouvelle de l'élection d'un conservateur à Halifax.

Laissez-moi vous féliciter sincèrement de ce grand succès qui ramène à sa valeur la force King-Fielding-McDonald + ejusdem farinae -

Il reste notre pauvre Québec - Si Montréal se tient, le "65" sera amélioré -

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CANADA

Mais le district de Québec est salement pourri. Et puis, il y a la division des blancs entre eux.

A la prochaine session, je crois, que tout n'était une bonne perdue, vous devriez prendre par les cornes le serpent libéral de Québec & lui frotter les narines avec 1917 & 1921 & tout son attirail de conscription, de préjugés de service obligatoire & autres salités que vous savez. La politesse & la charité sont deux grandes vertus; mais les circonstances forment parfois les devoirs de prendre les armes des scélérats pour les abimer avec leurs

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CANADA

Saluts. Pour gagner
Québec, montrez-lui
en détail la valeur
de ses ressources com-
mes-

Continuez bravement
votre travail général,
& que le succès con-
ronne sous peu
votre dévouement.

Votre dévoué

Geo. Lindsay

Agriculture
St Hédine
sur St Jean

051961

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051962

St. Gedeon, 6/12/23.

Dear Mr. Meighen:

The newspapers bring us the wonderful news of the election of a Conservative at Halifax. Allow me to congratulate you sincerely on this great victory.....

There remains our poor Quebec. If Montreal holds the "65" will be bettered, but the district of Quebec is very rotten, and besides there is disunion among the "blues" themselves.

At the next session I believe that you should take the people of Quebec by the horns.....To win Quebec show them in detail the value of her supposed men.

Continue bravely your generous task, and may success crown before long your devotion.

Yours devotedly,

(Signed) Jos. Girard,

Farmer,

St. Gedeon.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Hfx Bye Elec

051963

EX - OTTAWA JOURNAL Fri, Dec. 7, 1923.

"THE SIGNIFICANCE OF ~~OTTAWA~~ Halifax."

One Government defeat does not make a Ministerial rout any more than one swallow makes a summer. Nevertheless, the result of Wednesday's Halifax bye-election, when a Liberal majority of 5,000 in 1921 was changed into a Conservative majority of 2,000, is of extra-normal significance. Halifax, regarded as a safe Liberal seat, was opened with Ministerial confidence. In the contest which followed, too, the Government enjoyed every advantage. It had the advantage of office and power - a formidable by-election weight. It had the backing of the Provincial Liberal machine, powerful through 30 years of office. It had the option - which it exercised liberally - of dangling the usual by-election bribes in the form of public works. And its campaign was helped by the presence of the Prime Minister, the weighty appeal of a great Nova Scotian, Mr. Fielding, and by the crafty strategy of Mr. E.M. Macdonald.

Under all these circumstances, the Government's rejection is impressive. Its meaning will be interpreted in various lights. It will be called a mere expression of local discontent. It will be attributed to the hostility of labor. And it will be dismissed as sectional clamor for maritime rights, divorced from the national temper.

To a limited extent these interpretations will be true. But only to a limited extent. The more potent factor, the deeper cause, must be sought in the simple conviction of the ordinary elector that the King Government has not made good.

One does not need to be a Conservative partizan to reach this conclusion: it is written in the administrative and legislative records of this country during the past two

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years. The King Ministry took office pledged to a distinct programme. In not one single respect or detail, in neither spirit nor letter, has that programme been observed. It promised lower duties; we are paying more customs taxes now than ever before in our history. It pledged itself to economy and lower taxation; it has been profligate in extravagance, and taxation has been heightened. It declared that it would lower living costs; the cost of living is higher to-day than when it took up office. It waxed eloquent against "invisible plutocratic government" and vowed vengeance upon trusts; the representatives of Big Business are in its inner councils - and its anti-trust legislation rests mustily in a pigeon-hole. It was to abolish government by order-in-council; it is passing more orders-in-council than at any time in our history. And so to the end of the chapter.

Its attempts at legislation have been conspicuous failures. Its wheat board legislation - a haphazard, compromise mosaic, directed simply to curry favor with the West - proved unworkable. Its attempt to control rates on the Great Lakes proved a disastrous and costly fiasco. Its effort to crudely elbow the British Ambassador out of his position and win favor with certain elements by making a treaty by itself resulted in no treaty at all. Its trade treaty with France has been demonstrated as a jug-handled arrangement. Its attempt to have reciprocity with Australia proved a failure from the first.

In Parliament it has been weak and wavering. Lacking a working majority, its policies have been based upon the arithmetic of a division list. It has listened one day for the voice of Quebec and St. James Street. It has listened another day to clamor from the West. And in its efforts to stay in office by uniting conflicting ingredients it has made government of the country the sport of accidental circumstances.

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CANADA

051965

Halifax leaves it in a Parliamentary minority. A combined vote of Progressives and Conservatives at the opening of Parliament would drive this Ministry from power. Yet that vote will not be given. It will not be given because of the political cowardice of a minority of Progressives - a cowardice which puts place before principle, and which has saved the face of the Liberals on more than one occasion.

But Parliament is not the country. And while The Journal has no expectation of a Government defeat in the Commons, or even of an early election, one thing at least seems certain. It is that the tide is running heavily against the Government, and that what Halifax said on Wednesday a tax-crushed, betrayed, disillusioned public will say whenever the opportunity affords.

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PUBLIC ARCHIVES
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CANADA

051966

Ottawa, Dec. 8, 1923.

Hector McInnes, Esq., K.C.,
Halifax, N.S.

Dear Hector:

I should really have written you sooner to supplement my telegram of Wednesday evening, but I have been flooded with letters and messages of congratulation from one end of the country to the other. The significance of the victory is hard to over-estimate. Another victory in Kent will just about finish the job, as a win in that county would have a very widespread effect throughout the French speaking section of the country.

I feel that my thanks are due you for the efforts you put forth before and during the campaign to make the splendid achievement of December 5th possible.

With kindest personal regards,

Yours sincerely,

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CANADA

051967

Copy.
Telegram Western Union.

B. A. Halifax N.S.Dec.9 1923

169 NL Collect.

Hon E. M. McDonald,
Ottawa, Ont

Just arrived home from Dover evidently you were routed horse foot and artillery. If Bob Lowe and Sam Hughes were only with us now we would recite Theodore Roosevelt's poem "Kelly and Burk and Shea", Oh, its great to be great, however you suggested that I hire a little hall for myself. Be a sport Ned and give me the Armouries to put on a fight between Bobby Finn and myself, I promise the Cabinet ringside seats and transportation. By the way I will settle that old account with the Intercolonial Coal Company at the next Provincial election when I will be in a position to bring up that Hundred Thousand Dollar deal or steal that was put over on the people of this province. Kindest personal regards to Belands, Hants Logan and yourself. I hope to make fertilizer of our friend Duff when we get a dogfish factory. You know he said I was broke, so I am sending this telegram collect, but you should worry its from

Billie Buckley
Morris Street

W.P.Buckley.

MEMORIAL FORMS, Series [illegible] (M.G. 27, I, Volume [illegible])

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051968

Form 1206 Canada

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	X

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON PRESIDENT — GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
MCR
Check
PAID NL
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

HALIFAX NS DEC 11 1923

THE HON E M MACDONALD

MINISTER DEFENCE OTTAWA ONT

YOUR SOME SPORT BUT BEING A CANNY SCOTCHMAN I KNOW YOU THINK MORE OF A CENT THAN I DO OF MY LEFT EYE YOU RAN FROM YOUR PROMISE LIKE THE NIGHT YOU LEFT BUTLERS HOUSE AND MET WITH AN ACCIDENT ON THE CORNER STCATHARINE & GREEN AVENUE THEY TOLD ME YOU COULD NOT BE FOUND FOR TWO DAYS AND THEY ONLY FOUND YOU WHEN WELSFORD CABLED YOU FROM THE TRENCHES PAPA PAPA PAPA WE NEED REINFORCEMENTS I DONT KNOW WHETHER I WOULD [redacted] MAKE A GOOD MINISTER OF OFFENCE OR DEFENCE ANYWAY WERE GOING TO MAKE YOU TAKE A FRENCHMAN FOR DEPUTY MINISTER WHEN FICET COMES BACK FROM HIS VACATION AND IF YOU DONT HURRY UP ARTHUR MEIGHEN WILL MAKE THE APPOINTMENT I AM SENDING COPIES OF

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051969 Form 1206 Canada

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service decired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Time Filed

Send the following message, subject to the terms on back hereof, which are hereby agreed to

BOTH TELEGRAMS TO [redacted] MEIGHEN YOU PEOPLE THINK HE HAS NO HUMOR BUT THIS IS ONE OF THE TIMES THAT WE PUT THE H IN [redacted] IN DOUBLE THUNDER DONT GET SORE YOU RAN IN NINETEEN SEVENTEEN AND BLACK WILL MAKE YOU RUN AGAIN

W P BUCKLEY

COPY COPY

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ARCHIVES PUBLIQUES
CANADA

051970

B.A.

84 NL

Copy

9PM

HALIFAX NS DEC 21ST 1923

HONOURABLE DR BELANDS

OTTAWA ONT.

YOU RAISED QUITE A FUSS ABOUT ROUMANIAN LOAN WHICH YOU KNEW WERE NOT FACTS NOTICE THORNTON APPOINTED ARONOVICI EMPHASIS ON THE ICE ROUMANIAN TO LOOK AFTER SCRIBE HOTEL PARIS HOW DID YOU LIKE HALIFAX AND KENT YOU HAD BETTER RUSH YOUR VISIT TO YOUR GENIAL INTERROGATOR AS PROMISED BRING BOBBY FINN BACK WITH YOU WITH XXX ELEVATOR THEY SAY HE HAS THE PILES FOR THE PIER YOU WONT GET AWAY SO EASY NEXT TIME IF I AM AROUND SHOW THIS TO MCDONALD KIND PERSONAL REGARDS

W P BUCKLEY

W P BUCKLEY

MORRIS STREET

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CANADA

051971

Halifax, N. S.
Dec. 21st.1923

The Right Honorable Arthur Meighan,
Ottawa,
Canada,

Dear Mr. Meighan;-

I feel sure that you are delighted with the returns from Halifax, and Kent, further, may I be permitted to say that others besides myself are of the firm opinion that a great deal of the credit is due you as a result of your visit to the Maritime Provinces last year. I trust you will come back to the House this coming session to carry on the work you so loyally conducted since "21".

I am enclosing three copies of Telegrams sent E. M. McDonald, and Dr. Beland, it was my privilage to attend an over flow meeting on the occasion of the visit of MacKenzie King to our City. I had the pleasure of heckling Duff, McDonald, Logan, Beland and McLennan. I was asked why I didn't heckle MacKenzie King, my reply was "That he had not said anything yet". However I can assure you that I made it hot for Duff, dared Martell to address the meeting and my wires tell some of the incidents between McDonald and Beland, which were amusing. Mr. Black will, no doubt, tell you some of the incidents and street talk that put the "Duffer on Duff", That's that.

I desire to call your attention to the fact that E. M. McDonald, Minister of Defence, awarded a Contract of 4000 tons of Coal to the Intercolonial Coal Mining Company of Westville. His Son and himself are the solicitors of the same Company and you will note in the Telegrams what I say regarding a deal which he put over on this Province, for the same Company. Now if view of the fact that all the circumstances surrounding this Contract, with the Department of Militia and Defence, are suspicious, I desire you to have it investigated and brought up in Parliament for the following reason; It was not the lowest tender and the Coal had already been refused by the Military Authorities as not fit for the use for which it was intended. This also applies to Coal they are selling the Canadian National Railways, which

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CANADA

051972

could tell quite a story not only now, but during your own regime, and this fraud on the public should be stopped. get the last reports from financial newspapers, Montreal, on the large amount of money made by this Concern, who practically do no business only with both Governments Grit and Tory,

I do not wish to weary you with a squeel after such great victories as we have recently met, and trust you will lose no time in getting our organization together, and Big Men in all constituencies can be made to run, we need have no fear of a victory when the real call comes.

Wishing you the compliments of the season,.

I am,

Yours truly

Geo P Buckley

P.S.

I am no prophet but surely I showed you in my letter and Telegrams, previously sent you, all we needed was the "Opportunity and the Man".

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ARCHIVES PUBLIQUES
CANADA

051973

Rt. Hon. Arthur Meighen
21 Cowper

Maintained by Yeldfile

Dear Sir —

I could not refrain from congratulating you on the recent Conservative victories, attributable entirely to the effect of your superior Leadership. I can not forget how disappointed I feel on Dec. 6th 1921. but it gave me a greater enthusiasm

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in political affairs
and so often I have
feared you might
become discouraged.
It has compared favorably
with the history of
discouragements in the
life of Sir John A. MacDonald.
but "Right always wins"
and signs of the Time
showing getting to that end.
The world at large is
looking for Reality rather
than Deception. I trust
God may give you
strength and courage
to soon become the
Leader of this great
Canada, and wishing
you & your family
very Happy Christmas
and the Best New Year.

I am
Very Truly.
(Mrs) Mary M. Lemant.
366 Laurier Ave. W.
City.

Ottawa
Dec. 22nd 1928.

051974a

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CANADA

051975

58

Ottawa, Ont., January 2, 1924.

Dear Mr. Newton,

Many thanks for your kindlletter of congratulation on the result in Halifax and Kent, which reached me upon my return to Ottawa on Monday from a short tour in the Province of Quebec. Both were really great achievements and we are looking forward to welcoming Mr. Black and Mr. Doucet to the House of Commons.

With every good wish for the New Year upon which we have just entered, believe me,

Yours sincerely,

Isaac Newton, Esquire,
Sarnia Woollen Mills Company,
186 Front Street,
Sarnia, Ont.,

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CANADA

051976

Belfast
and Kent

Ottawa, Jan. 2, 1924.

W.E. Thompson, Esq.,
Liberal-Conservative Assn.,
P.O. Box No. 67,
Halifax, N.S.

Dear Mr. Thompson:

I had intended writing you before my departure for Western Canada but my time was so entirely taken up I could not get around to it. I feel my thanks are due you for the very active part you took in the Halifax bye-election, and that your efforts contributed largely to the magnificent result on the 5th December. It was really a great achievement and I am looking forward with great pleasure to welcoming Mr. Black to Ottawa. I do not think there is any doubt that the work you and others did in Halifax had a material effect in the very satisfactory result in Kent on the 20th.

With kindest regards, and all good wishes for the New Year,

Believe me,

Yours very truly,

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CANADA

051977

Kent

Ottawa, Jan. 3, 1924.

Wm. P. Buckley, Esq.,
Halifax, N.S.

Dear Mr. Buckley:

I received your letter of the 21st, and am sorry absence in Quebec prevented an earlier reply. Some time previously I got a copy of your wire to the Hon. E.M. MacDonald and can imagine with what grimaces the Hon. Edward would receive this communication. Mr. Macdonald is I believe considered campaign manager for the Government in the Maritime provinces. From all accounts the character of the Halifax and Kent campaigns is one under these circumstances might expect. You are quite right that follow-up work should be immediately undertqken in both Nova Scotia and New Brunswick.

With kindest personal regards, and all good wishes for 1924,

Yours very truly,

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CANADA

Kent

051978

Ottawa, Jan. 3, 1924.

R.B. Hanson, Esq., M.P.,
St. John,
N.B.

My dear Hanson:

I received your personal letter of the 29th Dec. No wonder they had a banquet at Moncton. The Kent result was enough to inspire several banquets. It was really the effect, particularly in the province of Quebec. I know this as I spent last week speaking there.

It was very amusing to read the Gleaner's attack on "Babington" Macaulay. I had not seen any references to yourself in that journal, but tell Mrs. Hanson not to worry. Tell her as well that my wife never worries even over the Montreal "Star".

As to my future relations with yourself and others who have fought loyally through the darker days, you need not have the slightest fears in this regard. There are some things more precious than even political support, and as for myself a just appreciation

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CANADA

051979

of these things a somewhat long experience in political life has not extinguished. In politics one cannot help being vilified, but he can continue to do what he believes is right and the consequences he is quite able to stand.

I had already written Mr. O'Leary but owing to the strength of your letter in its reference to him I am sending him another message. He must indeed be a man of extraordinary capacity and energy. I am also pressing for continued organization work in the Maritimes.

Yours very truly,

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CANADA

UNION CLUB
St JOHN, N.B.

051980

Dec 29/13.

Dear Sir Meighen:-

Just a line while here on my way home from the Moncton banquet of last night. a great success from every standpoint - a splendid attendance, great enthusiasm and some good speeches. Your name received with great applause the whole thing impossible

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CANADA

051981

1½ months ago. Baxter & Dr Maclaren made splendid speeches — I warned them not to go too far on the question of Manitoba "Rights", & both were fairly guarded, nothing to offend the susceptibilities of even a critical western audience.

I gave out Westmorland Friends a talk straight from the shoulder on sinking all their past differences, getting united behind the strongest candidate possible & then electing him, I am told it had a good effect.

I hear that Edgett would be a strong candidate. He is Mayor of Moncton at present. I getting ready to run again for that office & as he has a Liberal opponent did not attend last meeting. I don't like that sort of

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4

Pursey footing. Better for
to come out in the open,
I also hear that W.F.
Humphrey Ex-M.P.P.
would take the fight,
& so he would be a
good man - not strong on
the platform but a fine
cute business man &
popular - a good vote
getter. Dr Carey will
have to be induced to
stand back. I think, but
it will be a difficult
task. He perhaps
more than any other
man has kept the

061982

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CANADA

051983

5

UNION CLUB
ST JOHN, N.B.

organization together
has a large group
of lusty young men
behind him, & will
have to be handled
easy. At the same
time a large number
of the old stand bys
will not follow him.
I have talked with
our friends regarding
the immediate necessity
of a French organizer.
They all agree but

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051984

no step taken yet. Alexander
up both Baxter & Jones.
With Kindest regards. Dear
Yours faithfully
R B Hanna

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ARCHIVES PUBLIQUES
CANADA

051985

Ottawa, Jun. 5, 1924.

Dr. H.A. Bruce,
Annandale,
Lawrence Park,
Toronto.

Dear Dr. Bruce:

It was kind indeed of you to write me in the terms of your letter of December 29th. Your congratulations on the results in Halifax and Kent are appreciated. These results are significant, if not startling, especially in the face of the campaign the Government waged. Their significance is hard to over-estimate. May I quote from one letter received, indicative of the tactics resorted to by the King administration:

> "The county is plastered with Liberal orators, submerged in Liberal rum, and polluted with Liberal money. They are scared blue, and are resorting to all the tactics known to civilization, heatherism, idolatry, and low-down 'Injun' cunning, in order to win. You never saw such a desperate lot of desperadoes in your life, etc."

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CANADA

051986

I would indeed like to go up to Toronto and spend a day or so but while I often have hopes I never seem to be able to realize them. I am very much afraid it will not be possible now this winter as my time up to the opening of the session, or likely opening of the session, is very crowded. May I call you up, however, or call up Mrs. Bruce when in Toronto, and then if a run out to your home is convenient I will embrace the opportunity.

With kindest personal regards,

Yours very truly,

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CANADA

25198

You have never fulfilled your promise to spend a few days with us!

We are giving a dinner for Mr. Howard Ferguson some time during January, & he is to let me know the a suitable date, and we should like so much if you Mrs Meighen would come up for it then stay on a few days with us.

With kindest personal regards from Mrs Drummond & me nothing for Mrs Meighen & the children a Happy successful New Year.

Yours very sincerely
H. A. Drummond

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CANADA

051987

ANNANDALE,
LAWRENCE PARK,
TORONTO.

Dec 29. 23

My dear Mr Meighen,

I wish to congratulate you upon the rising wave of sentiment in favour of the conservative party, apparent in all parts of the country and which is attributable in greater measure to your strong aggressive leadership than the utter hopelessness of the King government. I am glad you are paying some attention to Quebec.

PUBLIC ARCHIVES
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CANADA

25198

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We are giving a dinner for Hon. Howard Ferguson some time during January, & he is to let me know the suitable date, and we should like so much if you Mrs Meighen would come up for it then stay on a few days with us.

With kindest personal regards from Mrs Meighen & me nothing for Mrs Meighen the children a happy successful New Year. Sincerely yours very sincerely

H. A. Meighen

PUBLIC ARCHIVES
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CANADA

051989

Kent

Ottawa, 4 janvier, 1924.

M. Jos. Girard,
Agriculteur,
St. Gedeon, Que.

Cher M. Girard:

J'etait très heureux d'avoir la votre du 6 décembre. Je regrette beaucoup que plusieurs absences d'Ottawa m'ont empeché de vous repondre avant aujourd'hui.

Enfin nous recevons des signes d'encouragement. Ces signes sont le plus bienvenue parcequ'ils donnent à nos amis de Quebec (qui avaient plus de difficulties a combattre) de courage et de l'espérance. Votre arondissement, est, je crois, le plus difficile, mais nous avons l'intention de faire comme vous suggerez, et combattrons la situation la comme ailleurs. Les comtés de l'ouest dans votre province donnent plus de signes de progrès.

Sans doute vous etiez enchante avec Kent, même plus qu'avec le resultat à Halifax. Le gouvernement a combattu une lutte désespérée, même scandaleuse, mais il a perdu.

Avec mes meilleurs souhaits pour l'année 1924,

Votre tout dévoué,

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CANADA

051990

My dear Mr. Girard:

I was indeed glad to get your letter of 6th Dec. and only regret repeated absenses from the city prevented an earlier acknowledgment.

We are indeed receiving many signs of encouragement at last. These are the more welcome to me because they give hope and courage to our friends who have had the hardest battle to fight in the province of Quebec. Your district is, I think, the most difficult but we purpose doing just as you say and grapple with the situation there. There are more signs of improvement in the more Western counties of your province.

You were doubtless more delighted with Kent than even with Halifax. The Government fought a desperate indeed a scandalous battle, but they lost.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051991

58

Ottawa, January 28, 1924.

Dear Madam:

I must apologize for not acknowledging your kind letter of December 22nd earlier. The truth is I have been absent almost continuously since that time and my correspondence is hopelessly in arrears. Both Halifax and Kent were really great victories and we are all looking forward with a great deal of pleasure to welcoming both Mr. Black and Mr. Doucett to the House of Commons.

I deeply appreciate your kind words with regard to myself, and trust that in the discharge of my duties I may continue to merit your approval.

With every good wish, believe me,

Yours very truly,

Mrs. Mary M. Tennant,
366 Laurier Ave. West.,
O t t a w a.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051992

58

Ottawa, January 28, 1924.

John a.
~~Dear Mr.~~ Polkinghouse; Esquire,
81 Florence Street,
Ottawa, Ont.

Dear Mr. Polkinghouse:

I must apologize for not acknowledging your kind letter of December 24th earlier. The truth is I have been absent almost continuously since that time and my correspondence is hopelessly in arrears. Both Halifax and Kent were really great victories and we are all looking forward with a great deal of pleasure to welcoming both Mr. Black and Mr. Doucett to the House of Commons.

I deeply appreciate your kind words with regard to myself, and trust that in the discharge of my duties I may continue to merit your approval.

With every good wish, believe me,

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

81 Florence St. Ottawa Ont.
Decr 24th 1923

Rt. Hon. Arthur Meighen

Dear Mr. Meighen 0519

I desire to congratulate you on the two gifts that "Santa" has recently bestowed upon you Viz:- Halifax and Kent Counties, both of which we are so conversant with especially in the latter, where in the County Town of Richibucto, we my Wife and I spent several happy Summers and in it, we still cherish the memory of many friends. These recent Victories I am inclined to think, go to prove, that like unto the Narrative of the Bible, given to us in the Book of Daniel, that the handwriting is shown plainly on the Walls, not of Belshaffer (the King of Babylon) but on those of Mackenzie King, and his Satellites, and that they have Thope, had by these two Verdicts received notice to quit.

Very sincerely yours

John T. Pollington

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051994

28
Halifax & Kent Bye election

Ottawa, March 4, 1924.

Dear Dr. Tolmie:

Attached hereto is account for $91.70 to cover cost of "Hints to Scrutineers" printed for use in the Halifax By-Election.

This request came from Halifax a few days before the election, we had no copies of hand nor had we time to have them printed here and then sent down, at the time Mr. Meighen was away and I discussed the matter with Sir Henry Drayton, and his instructions to me were to advise the Halifax people to have them printed in that city and the account sent to Ottawa.

Yours sincerely,

Private Secretary.

Honourable Dr. S.F. Tolmie,
House of Commons,
Ottawa, Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Royal Print & Litho Ltd.

LITHOGRAPHERS PRINTERS BOOKBINDERS
PHOTO-ENGRAVERS

051995

HALIFAX, CANADA May 28th 192 4

Mr. A. W. Merriam,
Secty. to Hon. Arthur Meighan,
Ottawa, Ont.

TERMS CASH

1923						
Nov.	30		91	70		

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

ALL AGREEMENTS AND CONTRACTS ENTERED INTO AND ALL ORDERS TAKEN ARE ACCEPTED CONTI[illegible] STRIKE[illegible]FIRES, DELAYS OF CARRIERS
OUR ABILITY TO PROCURE RAW MATERIAL, AND OTHER CAUSES BEYOND OUR CONTROL

Royal Print & Litho. Ltd.

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE FIRM

PRINTERS
LITHOGRAPHERS
DESIGNERS
DIE EMBOSSERS

ENGRAVERS
BOOKBINDERS
PUBLISHERS
LOOSE LEAF DEVICES

SACKVILLE STREET
Halifax ~ Canada

May 31, 1924.

Mr. A. W. Merriam,
Private Secretary to Leader of Opposition,
House of Commons, Ottawa, Can.

Dear Sir:--

On May 5th you advised us that our account re Halifax Bi-Election had been forwarded to your Organization Executive. As that was three weeks ago and we have not yet heard from them kindly endeavour to hasten payment of this account as no doubt you understand it is very inconvenient for us to carry this item over six months.

Yours very truly,

ROYAL PRINT & LITHO LTD.,

C. A. Manning
Accountant

CH:R

051996

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051997

28

Ottawa, June 3, 1924.

Royal Print & Litho Ltd.,
Sackville St.,
Halifax, N.S.

Dear Sirs:

Your letter of the 31st May reached me this morning. Before I wrote you on the 5th May I had interviewed our Organization Committee and was assured that the account was being taken care of. I shall immediately get in touch with them and see what can be done to hurry the matter.

Yours very truly,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051998

MANUFACTURERS & DISTRIBUTORS OF THE FAMOUS KALAMAZOO LOSELEAF DEVICES.

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY, NOT TO INDIVIDUALS

PUBLISHERS
BELCHER'S ALMANAC.
McALPINE'S GAZETEER,
HALIFAX CITY DIRECTORY.

Royal Print & Litho Limited

LITHOGRAPHERS, PRINTERS, PHOTO-ENGRAVERS BOOKBINDERS.

D. MACKINNON
MANAGER

HALIFAX, CANADA.

July 24, 1924.

Mr. A.W. Merriam,
Pte. Secretary to Leader of the Opposition,
Ottawa, Ont.

Dear Sir:-

Almost two months have passed since receiving your last letter re account for "Hints for Scrutineers".

Kindly endeavor to get some definite settlement for us.

We think it would only be fair if you would also arrange to pay the interest on this account which has been outstanding for nine months.

Yours truly,

ROYAL PRINT & LITHO LIMITED.

CH*EAC

C. H. Kennigar
Accountant

KEITH'S FILMS, Series R.G. 27, I, Vol no (2)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

051999

Halifax, July 24, 1924.

A.W. Merriam, Esq.,
Secty. to Leader of the Opposition,
Ottawa.

Dear Sir:

Almost two months have passed since receiving your last letter re account for "Hints for Scrutineers". Kindly endeavour to get some definite settlement for us. We think it would only be fair if you would also arrange to pay the interest on this account which has been outstanding for nine months.

Yours truly,

ROYAL PRINT & LITHO LTD.

(Sgd.) C. Hennigar,
Accountant.

COPY

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052000

Ottawa, July 29, 1924.

G. Hennigar, Esq.,
Royal Print & Litho Co.,
Halifax, N.S.

Dear Sir:

I regret to learn through yours of the 24th that your account remains unpaid. I am immediately taking the matter up again with the Organization Committee, with a request for prompt attention.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052001

28/

Ottawa, Ont., November 15, 1924.

Dear Dr. Tolmie,

Herewith is a telegram just received from The Royal Print and Lithograph Company, Limited, Halifax, with regard to an account for printing in connection with the Halifax bye-election last year. I understood from Merriam several months ago that the Committee had accepted this account and were sending a cheque, but apparently it has not gone forward.

Yours very truly,

Honourable S. F. Tolmie, M.P.,
House of Commons,
Ottawa

ENCLOSURE

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052002

28

Ottawa, Ont., November 15, 1924.

Dear Sirs,

Your telegram of the 13th instant, with reference to an account for "Hints for Sanitineers" ordered by my Private Secretary, Mr. A.W.Merriam, in November 1923, reached me this morning upon my return from Western Canada. I was under the impression that this account had been paid some months ago as the Organisation Executive accepted the account and issued instructions that a cheque be forwarded to you. Dr. Tolmie, the Chairman of the Organization Executive, is to return to Ottawa about the middle or end of next week, and I shall immediately take the matter up with him with a view to a settlement being made. I regret very much the delay that has taken place, and can only assure you that this office has not been at fault.

Yours very truly,

The Royal Print and Lithograph Company Ltd.,
Halifax, N.S.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

MANUFACTURERS & DISTRIBUTORS OF THE FAMOUS KALAMAZOO LOOSELEAF DEVICES.

PLEASE ADDRESS ALL COMMUNICATIONS TO THE COMPANY, NOT TO INDIVIDUALS

PUBLISHERS BELCHER'S ALMANAC, McALPINE'S GAZETEER, HALIFAX CITY DIRECTORY.

Royal Print & Litho Limited

LITHOGRAPHERS, PRINTERS, PHOTO-ENGRAVERS, BOOKBINDERS

D. MACKINNON
MANAGER

HALIFAX, CANADA, December 2nd, 1924.

Mr. Arthur Meighen,
Leader of the Opposition,
Ottawa, Ont.

Dear Sir:

We thank you for the personal interest, evidenced by you with reference to payment of account for "Hints for Scrutineers".

You were taking this matter up with, Dr. Tolmie, but as we have not yet received payment, kindly use your influence as we are very greatly in need of funds and this account has already been outstanding for over a year.

Yours truly,
ROYAL PRINT & LITHO LTD.

.....
ACCOUNTANT.

CH/KM.

052003

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052004

Copy:

Halifax, N.S., December 15, 1924.

A.W. Merriam,
Secretary to Leader of Opposition,
Ottawa, Ont.

We are being pressed by our creditors and very urgently in need of payment for Nov. 30, 1923 invoice $91.70 Surely there is some method by which you can have a cheque forwarded immediately. Wire reply.

Royal Print and Litho. Ltd.,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052005

28

Ottawa, December 18, 1924.

Dear Mr. Black:

I enclose herewith copy of telegram from the Royal Print and Lithograph Company Limited. There is a balance of $91.70 coming to this Company on election expenses incurred in the Halifax bye-election. If you can conveniently attend to it now I am sure I can arrange to have it reimbursed early next session. At the present time it is not possible to have it attendod to otherwise. I know this Company should have been paid before. I had nothing to do personally with incurring the bill, but have endeavoured to get them settled with, so far without success. Today I refused to accept a long collect message which they sent me.

Yours very truly,

W.A. Black, Esq., M.P.,
Halifax, N.S.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052006

28

House of Commons
Canada

OTTAWA, December 24, 1924.

Rt. Hon. Arthur Meighen,
House of Commons,
OTTAWA.

Dear Mr. Meighen,-

For your information, I am enclosing herewith, copy of letter received today from Mr. J.D. Chaplin re the account of the Royal Print and Litho Limited, Halifax.

Yours faithfully,

J.E. Denison

Secretary.

encl.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052007

COPY

St.Catherines,Ont.
December 22nd, 1924.

Hon.S.F.Tolmie,M.P.,
House of Commons,
OTTAWA.

My dear Dr. Tolmie,-

I am in receipt of your letter of the 19th of December relative to bill of the Royal Print and Litho, Ltd., Halifax, also copy of letter from them to you under date of December 3rd and copy of Mr. Meighen's letter of November 15th.

It is quite true that the matter was brought up and had we had plenty of funds, no doubt, would have been paid. The matter was discussed again recently when I met the Chief and Senator Webster of Montreal. This was one of the items that we concluded properly belonged to the Montreal end. I left with Senator Webster a memorandum of our general expenses, one half of which it was understood were to be provided by our Montreal friends, but up to the present time, nothing has come along at all. It may be that Mr. Meighen in writing the letter he did thought that some of this money may have come to me and I would be glad if you would inform him that I have heard nothing more from Senator Webster in referenct to the matter.

Yours truly,

Sgd.J.D.Chaplin,

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052008

28

House of Commons
Canada

O T T A W A, January 26, 1925.

Rt. Hon. Arthur Meighen,-
House of Commons,
O T T A W A.

Dear Mr. Meighen,-

I beg to enclose herewith copy of letter dated January 20th from the Royal Print and Litho Limited of Halifax.

You will remember that this is the account that was incurred by Sir Henry Drayton during the Halifax by-election. It was O.K'd and turned over to our Organization Committee for payment. Under date of December 22nd in a letter from Mr. J.D.Chaplin, he refers to this account and says that when he recently met Senator Webster and yourself it was agreed that this was a matter that belonged properly to the Montreal end. At that time he left with Senator Webster a memorandum of expenses which were to be provided for by Montreal but up to the time of writing nothing had come to hand. This matter has been standing for a long time and should be attended to at the earliest possible opportunity and as a result of your discussion with Mr. Chaplin and Senator Webster perhaps you will be able to assign this bill to those responsible for it. I shall be glad to have you deal with this matter or if not, to receive your instructions.

Yours faithfully,

O. D. Skelton

encl.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052009

COPY

ROYAL PRINT AND LITHO LIMITED,

Halifax, Canada, January 20th,1925.

Dr.S.F.Tolmie,
House of Commons,
OTTAWA,Ont.

Dear Sir,-

We thank you for your attention to our account as evidence by your letter to us on December 19th, wherein you stated that the account had been passed to your Treasurer for payment some months ago, and that you were drawing this matter to his attention.

However, thirty days have passed and we have not received the $91,70 and as this Firm is rather embarrassed for working capital it is almost impossible for us to finance our business unless we receive this payment, which is rather a substantial amount for a small business.

Yours truly,

ROYAL PRINT AND LITHO LTD.

Sgd. C.Hennigar,
Accountant.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052010

28

Ottawa, Feb. 3, 1925.

Honourable Lorne C. Webster,
The Senate,
Ottawa.

My dear Senator:

I don't know whether the item referred to in the attached correspondence has been attended to or not. If you are in a position to do so it really ought to be paid.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052011

28

Ottawa, Feb. 7, 1925.

Hon. S.F. Tolmie,

House of Commons,

Ottawa.

Dear Dr. Tolmie:

Mr. Meighen asked me to send you the attached for the Royal Print & Litho Ltd., of Halifax.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052012

THE SENATE
CANADA

Montreal, February 6th., 1925.

Dear Dr. Tolmie:

I have your letter of the 2nd., instant addressed to Mr. Meighen in connection with account of the Royal Print & Litho Co. of Halifax.

I attach herewith my cheque for $ 91.70 in payment thereof, and will take this and other financial matter up with you on my return to Ottawa next week.

Yours truly,

Lorne C. Webster.

Dr. S. F. Tolmie,
House of Commons,
Ottawa.

LCW/NVN.
Enc.

P/S.
I thought I had been relieved from all financial matters.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052013

Ottawa, June 14th.1922

Mr. D. B. Hanna,
President, Canadian National Railways,
TORONTO, Ont.

Regret very much I will be unable to go up tonight. Will advise later.

Arthur Meighen.

D.H. FS62

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052014

D. B. HANNA

CODES:
BENTLEY.
WESTERN UNION.

DOMINION BANK BUILDING,
TORONTO, CANADA.
11th November 1922

Dear Mr. Meighen:--

As a matter of information I am enclosing a copy of a letter I wrote to Mr. Parkinson of Ottawa in connection with some editorial comment in respect of myself which appeared in the Ottawa "Journal" of twenty fourth October last. I have no doubt the "Journal" meant to be complimentary, but as I point out in my letter to Mr. Parkinson the Ottawa "Journal" represents a good many more who have literally no idea of what the old Board of Management of the Canadian National Railways had to contend with, and what they accomplished during the past four years.

The justification for the heavy expenditures which the Board had to incur in the early days, which the Government so loyally supported, particularly at a time when revenues were required for perhaps more pressing needs is now being found in the very substantial change in the operating results of the National System: from a loss in operation of thirty six odd million dollars in nineteen - twenty to a loss of say three or four million dollars in nineteen twenty - two (unless all signs fail for the next two months). This, too, in the face of a heavy loss in gross earnings due to the reduction in grain rates, etc. In fact it could be definitely stated that but for these reductions the operating results for the year nineteen twenty - two would have shown, I believe, a small profit.

Yours sincerely,

Right Honourable Arthur Meighen, P.C., M.P.
OTTAWA, ONT.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052015

Letter from D. B. Hanna

filed

CANADIAN NATIONAL RAILWAYS.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Not for Publication

052016

30th October, 1922

Dear Mr. Parkinson:--

I am sincerely obliged for your letter of twenty fourth October last, enclosing an editorial clipping from your issue of that date in which you make complimentary reference to myself.

For the kind things which you say about me, please accept my thanks. If, however, I accept it as a "left handed" compliment -- to say the least of it -- your suggestion that I should serve under Sir Henry Thornton, after over thirty five years of the widest range in the administration of railways in Canada, and under conditions which no succeeding Chairman of the National Railways will have to meet, it is because the "Man on the Street" -- and perhaps you will pardon me, the "Man in the Editorial Room" -- has but the haziest idea of what has been done in the past and what has been accomplished by the active organization in carrying out the well-considered plans of the Board of Directors recently retired.

You can't make a "silk purse out of a sow's ear" any more than you can provide a satisfactory transportation service to the public without the necessary essentials to do so. That was our position.

The story is a long one, but it can well be summarized as four years strenuous effort in the rehabilitation of the properties controlled by the Dominion Government during a period of peak prices for all materials necessary in the construction, improving and operating of the various undertakings, at a time, too, when labour was intractable and inefficient and wages in all classes were at the highest.

I suggest to you that it required

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052017

some courage on the part of the Board of Directors to submit to the Government of the day, for approval, a programme calling, as it did, for enormous expenditures extending over a period of years in the face of the known fact that the Railways would continue to show heavy losses in operation until the general programme had been substantially completed.

That the Government of the day supported the Board of Directors all the way through in its efforts to rehabilitate the properties, and provided funds as and when required, is now history. And it is to their lasting creditthat although the demands upon the Dominion's purse by the various Departments of Government activities as an aftermath to the Great War were abnormally heavy and might well have made them pause before launching into an exceedingly heavy programme of expenditures on railway account, they realized that if the railways were expected to function properly and provide an adequate and satisfactory service to the public, the funds had to be and were provided.

That the funds provided were wisely expended you have only to look at the operating statements published each month to notice the cumulative effect. But for the purpose of stating the position in this letter in concrete form, please note the results for the years 1920, 1921 and for the nine months of 1922 compared with the same ~~months~~months in 1921

	1920	1921
Gross Earnings	$125,641,752.	$126,691,455.
Operating Expenses	162,484,722.	142,784,357.
Loss	36,842,970.	16,092,902.

MITCHELL PAPERS, Series [illegible] (M.G. 27, I, Volume [illegible])

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052018

January 1st to September 30th.

	1921	1922
Gross Earnings	$ 89,571,867.	$ 82,316,614.
Operating Expenses	106,433,523.	92,927,855.
Loss	16,861,656.	10,611,241.

It has also to be remembered that of the total mileage placed under the Board of Management over three years ago, thirty five (35) miles in every one hundred (100) miles were in territory of the slimest kind so far as traffic is concerned; that business conditions generally throughout the Dominion have been below normal; that as a result, even with some improvement in trade, the gross earnings for the National System for the current year to thirtieth September last are $7,255,253. less than a year ago for the same period, and yet the loss in operation for the nine months is $6,250,415. less than for the same period in 1921.

I am sure you will agree with me that the organisation of the System must be a competent and loyal one to secure such results and give the lie direct to those who say the organization is "dead" and "honey-combed with politics". I invite you to a comparison of these figures with those of the Canadian Pacific Railway, notwithstanding that Company's admittedly favourable position by reason of years of development for traffic in all Provinces of the Dominion West of New Brunswick.

As I have said before there is a story of more than passing interest to the Canadian Citizen in the upbuilding of their railway properties during the past four years, and when some of our politicians now talk and write about giving Government Ownership of Railways a "Fair Trial", they evidently know little of what has been already done in that direction; they do not

MEIGHEN FAMILY, Series 1 (M.G. 27, I, Vol no 21)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052019

know, or at least will not admit, that we are beyond the "trial stage" and on the way to permanent success.

I have written you at some length; not for publication of course, but for your own information and with a desire to do justice to a Board of Directors who carried on -- some of the members at much sacrifice to their own interests -- regardless of the contumely continuously heaped upon them by Politicians and others who in expressing a desire to give Government Ownership of Railways a "fair trial" have developed a capacity to becloud the whole question in a "diarrhoea of words".

It goes without saying that although I am no longer officially identified with the National Railways I am still an interested spectator. I think I can, with some reason, say that I have a greater interest in the success of the National Railways than the average Canadian. I have seen the Canadian Northern Railway grow from one hundred miles, the day it first turned an operating wheel in 1896 to nearly 10,000 miles when the Dominion Government acquired the property by arbitration, and believing, as I firmly do, that the sure development of that Company is the rock upon which the National Railways success is founded, it will be my privilege, if spared, to watch its growth.

Can you wonder then if I feel resentful at the suggestion that I should be a "hewer of wood or a drawer of water" to any man however otherwise competent he may be, but who cannot be expected to have the intimate history of our National Railways, and to that extent must suffer until he has acquired the knowledge.

Yours very sincerely,

(Sgd) D.B. Hanna

Mr. R. F. Parkinson,
Managing Director,
The Journal Dailies,
Ottawa, Ont.

MEFALE FAMILY, Series [illegible], R.G. [illegible], I, Vol. No. [illegible]

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052020

Ottawa, Ont. November 13th. 1922.

Dear Mr. Hanna:

I have yours of the 11th. instant, and thank you very much for copy of the letter which you enclosed.

I am expecting to hear from you on the subject of communications which we discussed on Saturday. Also I forgot to emphasize again the necessity of your having all copies as I confidently expect an attempt later to deny the receipt of such communications.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto,
Ontario.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052021

Ottawa, Ont. November 14th. 1922.

Dear Mr. Hanna:

The following is an extract from the "Toronto Globe News Article" of November 8th.

> "The Progressive members left for Winnipeg in a special car attached to the regular Canadian National Western Express."

I wonder if it would be worth while to ask whether this was paid for in the regular way or if it was a special favour. I would not feel like asking but at least it would be well worth knowing.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052022

Ottawa, Ont. November 21st.1922

Dear Mr. Hanna:

You may remember that last November you sent me a memorandum showing the non-partisanship of the Canadian National management and illustrated by instancing the retention of Sir Lomer Gouin's firm, Honourable Jacques Bureau's firm, Taschereau's firm, Parent's firm. This memorandum has got mislaid among my papers. I find now that the Montreal "Herald" is demanding from me that I give a single instance wherever any Liberal got a dollar from the National Railway, or where any Liberal was privileged to supply groceries, steel, clothing, or anything else so long as we were in power.

It seems increditable that any newspaper or any human being could utter such tommyrot. I am to speak on the 24th. in Montreal and so nourished are the people there from day to day with humbug of this kind that I think I should be well armed to remove their impressions with conclusive and destructive facts. Would it be possible for you to get a copy of that memo for me and send it to me together with any other outstanding facts you feel disposed

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

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CANADA

052023

to give me.

Mr. Lanigan of the Canadian Pacific has just gone out. In the course of a couple of hours here he gave ~~in~~ and support his opinion of the recent exploitation of the Canadian National Railways with remarkable emphasis and vivacity.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

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CANADA

052024

D. B. HANNA

CODES:
BENTLEY,
WESTERN UNION.

Strictly Confidential

DOMINION BANK BUILDING,
TORONTO, CANADA.
November 23rd 1922

Dear Mr. Meighen;-

Your letter of the 21st of November reached me this forenoon. I have not seen the Montreal "Herald's" statements, but assuming that they have been made by that paper, the only answer is that they are absolutely untrue.

The firm of Taschereau, Roy, Cannon & Parent, of Quebec, have had a retaining fee, first from the Canadian Northern Railway and later from the Canadian National up to the time of my withdrawal from Canadian National Railways. Messrs Perron, Taschereau, Rinfret & Vallee, of Montreal, while not enjoying any retainer, were the Canadian Northern Railway's representatives in Montreal for years before the National Railways were ever thought of and they continued to represent Canadian National Railways up to the date of my withdrawal from the System, collecting very substantial amounts from time to time. Mr. E. R. Decary, of Montreal, - a new Director of Canadian National Railways - performed services for many years in connection with the acquisition of right of way and terminal properties in Montreal for the Mount Royal Tunnel & Terminal Company (part of Canadian Northern Railway) and to the extent of such work performed for the Canadian National during the past four years he also received fees and he also continued to act for the Canadian National Railways up to the present time. Messrs Gouin, Lemieux & Parent, of Montreal, represented Canadian Northern interests for years before the National System came into being and they continued as the Railway Company's representatives in matters which were submitted to them up to the time of our withdrawal from the National Railways. Our old friend Mr. Jacques Bureau was not forgotten in this regard, as he represented the Company for years prior to the formation of Canadian National Railways and his appointment was continued up to my withdrawal from the service.

It may be generally stated that the mere fact that the Dominion Government, by stock ownership, controlled the Railways, did not in any shape, manner or form, change the agencies which the Railway Company had prior to the Dominion

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Government coming into the situation.

With respect to the statement demanding that you give a single instance where any Liberal got a dollar from the National Railways, or where any Liberal was privileged to supply groceries, steel, clothing or anything else, so long as the Conservative Party was in power. It seems to me that the onus is on the newspaper to show that any Liberal, or a corporation having Liberal leanings, having tendered for business with the Canadian National Railways were refused the contract because of their political adherence to a party opposed to the Government of the day. The man or the firm doesnt exist who can successfully advance such a claim. The National Railways, from its inception, adhered to the principle of advertising for tenders for all of its requirements and, all things being equal, the lowest tender was invariably accepted, regardless of whether the person was friendly or unfriendly to the Government. Indeed, it may be definitely stated that in our dealings with contractors and others the question of their politics, either of the individual or of the partners of a Company, was never considered. During the past four years we have made hundreds of contracts for ties, timber, rails, coal, steel of all kinds, dining car supplies and all the miscellaneous articles required in the construction or operation of a Railway, and I venture the statement that no firm or individual with whom we made contracts can say that at any stage, political adherence to one party or another had any bearing in the closing of such contracts.

In the matter of rail purchases, the Company's requirements were distributed between The Algoma Steel Corporation, of Sault Ste. Marie, Ont., and the British Empire Steel Company at Sydney, C.B. In the matter of tie plates, angle bars, bolts and spikes, tenders were invited from the different Companies and, based always on prices, the business was divided among the manufacturers; that is, The Nova Scotia Steel and Coal Company, the Steel Company of Canada, and the Algoma Steel Corporation.

In the matter of coal and particularly in the Maritime Provinces, the tonnage requirements of the Company were distributed from year to year between the various coal operators and I have yet to learn that any complaint has been made as to discrimination in that regard; and, of course, do not forget that tenders were always invited.

As to dining supplies for ships, hotels and dining cars. The staple requirements were subject to tender but from time to time fresh fruits, etc., were purchased locally and it would be something new to learn, now, that the people from whom we purchased had first to carry a Conservative, or a Liberal, badge before receiving orders from the railway company.

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As a matter of fact, the word "patronage" has never been allowed to influence any department of our activities.

In the matter of purchases of clothing for our conductors, trainmen, etc., this was subject to tender in the same manner as all other needs of the Railway Company and whether the successful tenderer was a Liberal or a Conservative had no bearing on the securing of good goods at the lowest price.

It may interest you to know that the two men who were discharged by the old Board for political reasons, namely Palmer of Dauphin and Moore of Winnipeg, are again in the Company's service. The effect of this, as I see it, is simply to undo all that we have done in the past four years to keep the line of demarkation between the Government and the Railways clean cut. It is a significant fact that these men have been engaged before the new President has taken hold of his job.

It is also a somewhat significant fact that the cut-off between the Canadian Northern Ontario Railway and the Transcontinental, - Long Lake to Nakina - is being proceeded with. Advertisements are now out calling for tenders for its construction.

Perhaps you have heard, too, that the Canadian Bank of Commerce has come under the ban of the non-political Government. We hear quite definitely that the Canadian National Express account and the Canadian National Telegraph account are to be removed from the Canadian Bank of Commerce to the Royal Bank of Canada; the former on the 1st of December, 1922, and the latter on the 1st of January, 1923.

It is of interest also to note that before there is a real physical co-ordination of the Grand Trunk Railway with the National System, and without any definite knowledge as to the actual need for additional new equipment, specifications are being prepared and, in fact, some of the car and locomotive companies are being asked for figures for what is expected to be a pretty husky order for locomotives, freight cars and passenger cars, in the immediate future.

All these things in the absence of the new President, who, you will remember, was promised a free hand in the carrying on of the business of the Railways. It looks very much as

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if the only free hand he is likely to have is to sign on the dotted line for the heavy expenditures which could very well have been delayed until the co-ordinated organization had a better conception of the actual needs of the National System.

Yours very truly,

Rt. Hon. Arthur Meighen, P.C., K.C.,
Leader of the Opposition,
House of Commons,
Ottawa, Ont.

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052028

Ottawa, Ont. November 27th. 1922.

Dear Mr. Hanna:

I thank you very much indeed for your letter of the 23rd. November. This gives me the information which I desire, and I can use such facts as I need without in any way bringing your name into the matter.

There are two or three points I want to make further enquiry on.

1. Would you please explain the significance of the Company launching at the present time into the construction of the cut-off at Long Lake. Was there anything in the programme accepted by the Government from the Company upon which this year's estimates are based to cover this Long Lake cut-off? In a word, was the money voted by Parliament for the purpose? Do you know what the real reason is that they are launching on it now?

2. I do not suppose you have any idea any more than I have as to why they are asking tenders for contracts for equipment before they have any means of knowing what they can get on with under the combined system.

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3. You no doubt remember Mr. King's rantings last fall about the directors getting everything for themselves. Among other things he said at Edmonton on November 14th. that insurance to the extent of $140,000,000 had been placed on the National System of which $107,000,000 was placed in one Company in which two directors were also directors of the Canadian National. Would you be good enough to let me have the facts about this as fully as you can because I know that you will be entirely familiar with it. You will find King's statement on page 462 of J. Castell Hopking' Annual Review for 1921.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

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052030

Ottawa, Dec. 26, 1922.

D. B. Hanna, Esq.,
c/o C.N. Prairie Land Co.,
Dominion Bank Bldg.,
Toronto.

Dear Mr. Hanna:

I do not know whether you have seen the Quebec speech of Sir Henry Thornton. I enclose the report of the Quebec Chronicle dated December 21st. Please note the headlines, and as well the portion marked.

Needless to say the industrious efforts of the last few months to get the people of Canada to believe that the late management of the system was characterized by inefficiency, discriminations, waste and losses, will be continued, and I expect that the Government members this coming session will struggle hard to plant and emphasize that thought in the mind of the Canadian people. Perhaps you could supply me with some data that would be valuable insofar as this latest effusion is concerned, relating to neglect of the facilities of Quebec.

Please return enclosure.

Yours truly,

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052031

CONFIDENTIAL. Ottawa, Ont. February 28th.1923.

Dear Mr. Hanna:

I am enclosing a letter received from Mr. W. F. Smallwood whom I know very well.

Before digging into this publicly I would like to know the facts, reasons, etc. Any information you can give me will be much appreciated. Am becoming more and more of the opinion that the present management is quite clever politically. Please return Mr. Smallwood's letter.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

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052032

Ottawa, March 14, 1923.

D.B. Hanna, Esq.,
Dominion Bank Bldg.,
Toronto.

Dear Mr. Hanna:

As soon as I learned that you had returned from the South I wrote you enclosing a letter received from Mr. W.F. Smallwood. I am now wondering if this letter reached you as up to date I have received no reply.

Yours very truly.

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052033

D.B. HANNA

CODES:
BENTLEY,
WESTERN UNION.

DOMINION BANK BUILDING,
TORONTO, CANADA.

March 16th 1923

Dear Mr. Meighen;-

I have your letter of the 14th inst. this morning and I have also received your letter of the 6th of March enclosing copy of communication from Mr. W. H. Smallwood. I must apologize for the long delay in acknowledging your first letter but the fact is that I have been rather negligent in dealing with a good many personal matters for no other reason than laziness.

I have a fairly clear recollection in regard to the Legere matter but there is a file on the subject in the General Manager's Office which sets out very fully the reason for his dismissal. There was also an attempt during my time to have him reinstated but the circumstances of the accident were such, as I remember them, that reinstatement would be against all rules governing such matters.

If this man was taken back into the service before I withdrew from the Presidency it was done without any authority from me or any of the Chief Officers and it would be a matter of personal interest to me to know when Legere was re-instated, under what circumstances and by whose authority; because, as already stated, his dismissal was based on circumstances which made it impossible to re-hire him.

I hope to have the opportunity at an early date of talking to you on a number of matters of some importance.

With kind personal regards,

Yours very truly,

D.B. Hanna

The Honourable
Arthur Meighen, P.C., K.C.,
House of Commons,
Ottawa, Ont.

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052034

Personal & Confidential.

Newcastle N.B. Feb.23/23

Hon. Arthur Meighen.
Ottawa,
Ont.

Dear Sir:

I thought I would take this opportunity of acquainting you of my retirement from the C.N.R. and have been placed on the Provident Fund.

I have met you personally several times and feel that the present is an opportune moment for me to advise you, in the cause of Conservatism, of the manner in which the appointments are made here in the Maritime Provinces on the C.N.R.

The position which I recently vacated as Round House foreman of the C.N.R. in Newcastle, N.B. has been filled by Mr. A. J. Legere, son of Mr. Legere, sitting member for Kent County, N.B., over the heads of some eighteen or twenty applicants who are senior to him.

I want to mention one case in particular. Engineer John Lightizer, of Moncton, N.B. who had an application in for this position and was a senior man to Mr. Legere, with a better railroad record, and a man who has served his country in France.

Mr. Lightizer was recently injured in an accident in Moncton yard, through no fault of his own, and is not yet physically able to run a locomotive.

On the other hand, Legere was responsible for a collision on the N.T.R. in 1921, which cost the railway in the vicinity of $90,000, and for which he was dismissed from the service, being re-instated after the election in December, 1921, presumably through the influence of his father, the sitting member for Kent County, N.B.

Notwithstanding, Legere was given the appointment in preference to Mr. Lightizer.

This might be interesting political capital for you to take up on the floors of the House, and you can be assured that the statements contained herein are facts.

It goes to show that politics from the Liberal standpoint are not eliminated from the C.N.R.

Wishing you and our good old Conservative Party the very best of luck and success in the near future from one who will do his bit for all time,

I am,

Respectfully yours,

W. H. Smallwood.

Ex C.N.R. Round House foreman, Newcastle, N.B.

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052035

Ottawa, Ont. February 28th.1923.

Dear Mr. Smallwood:

I have your letter of the 23rd. instant. I certainly remember you very well and hope it will be my privilege to see you before very long again.

The account you give of Mr. Legere's record and his treatment by the present management of the C. N. R. is most interesting and significant. I am going to try and ascertain further facts in connection with this and will probably be bringing the matter up in the House later. In the meantime, any further information you get kindly let me have.

Yours very truly.

W. F. Smallwood, Esq.,
Newcastle,
N. B.

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CANADA

052036

Personal and Confidential.

Newcastle, N.B. Feb. 23/23.

Hon. Arthur Meighen,

Ottawa, Ont.

Dear Sir,

I thought I would take this opportunity of acquainting you of my retirement from the C.N.R., and have been placed on the Provident Fund.

I have met you personally several times and feel that the present is an opportune moment for me to advise you, in the cause of Conservatism, of the manner in which the appointments are made here in the Maritime Provinces on the C.N.R.

The position which I recently vacated as Round House Foreman of the C.N.R. in Newcastle, N.B., has been filled by Mr. A.J.Legere, son of Mr. Legere, sitting member for Kent County, N.B., over the heads of some eighteen or twenty applicants who are senior to him.

I want to mention one case in particular. Engineer John Lightizer, of Moncton, N.B. who had an application in for this position and was a senior man to Mr. Legere, with a better railroad record, and a man who has served his country in France.

Mr. Lightizer was recently injured in an accident in Moncton yard, through no fault of his own, and is not yet physically able to run a locomotive.

On theotherhand, Legere was responsible for a collision on the N.T.R. in 1921, which cost the railway in the vicinity of $90.000, and for which he was dismissed from the service, being re-instated after the election in December, 1921, presumably through the influence of his father, the sitting member for Kent County, N.B.

Notwithstanding, Legere was given the appointment in preference to Mr. Lightizer .

This might be interesting political capital for you to take up on the

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052037

floors of the house, and you can be assured that the statements contained herein are facts.

It goes to show that politics from the Liberal standpoint are not eliminated from the C.N.R.

Wishing you and our good old Conservative Party the very best of luck and success in the near future from one who will do his bit for all time, I am,

Respectfully yours,

W H Swallwood

Ex. C.N.R. Round House Foreman, Newcastle, N.B.

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CANADA

052038

Ottawa, March 16, 1923.

D.B. Hanna, Esq.,
Dominion Bank Bldg.,
Toronto.

Dear Mr. Hanna:

Attached is question from the Order Paper not yet answered. You have doubtless seen it before. I think of putting a further question on the Order Paper asking if those votes of the directors, whatever they were, were not made with the government's full approval. I don't care to do so until I have some information to the effect that the government did approve, and in what way they approved.

I would also be glad indeed to have any information you can give me as to how general the practice was in this, as well as in previous instances. I earnestly hope you can afford me this information because really it is difficult to prevent

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the followers of the government in preparing one sided data for unfair attacks in the future unless I have the fullest information.

Yours very truly,

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CANADA

052040

Ottawa, March 20, 1923.

D. B. Hanna, Esq.,
Dominion Bank Bldg.,
Toronto.

Dear Mr. Hanna:

I thank you for your letter of the 19th March. This gives me just the information I want.

Yours very truly,

Letter sent to Sir Henry Drayton March 20th.

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052041

D.B. HANNA

CODES:
BENTLEY.
WESTERN UNION.

DOMINION BANK BUILDING,
TORONTO, CANADA.

March 21st., 1923

PERSONAL

Dear Mr. Meighen;-

Referring further to my letter of the 19th of March regarding retiring allowances. I find I omitted to deal with that feature of Mr. Ward's question respecting the Directors of the Company.

The Directors, as you probably know, had an annual allowance of $2,000. This amount was paid in four quarterly instalments. The fiscal year and the calendar year run concurrently so that as the Directors were removed from Office on the 10th October, 1922, the last full quarter to the 30th September, 1922, was due and paid by the Old Administration and the ten days in October were paid by the New Administration some time later. It will be seen therefore that no Director (to use the words of the Ward enquiry) received any gratuity, bonus or retiring allowance.

This matter of the treatment of the Old Boards' members has not heretofore been a subject of comment and having regard to the high standing of most of its members in the Financial and Industrial World, I fancy they would not wish it to be discussed, but this does not prevent me, as the presiding officer of the Board and having the fullest knowledge of the services rendered to the System - not always covered in the record as expressed in the Minutes of the Board, - expressing my general views.

You may perhaps not know that as far back as July, 1922, the Government, represented by the late Mr. W. C. Kennedy, Minister of Railways, requested the resignations of all the Directors, including Mr. A. J. Mitchell and myself and the formal resignations were sent him by me with a covering letter dated 21st July 1922. This letter was never acknowledged, although

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admittedly received, for I was personally requested to ask the Board to carry on to suit the Government's convenience. The members of the Board did carry on for months afterwards and were finally removed, as already stated, on 10th October, 1922, and classed with a discharged employee who is paid off for the actual hours or days he may have worked.

Do not misunderstand me. No member of the Old Board has ever discussed this matter with me. The high character and standing of the members of the Old Board is the best guarantee that their acceptance of office was recognized by them as an opportunity to do service to Canada as a whole and it need hardly be stated that the same whole hearted consideration which they gave to the affairs of the Company would just as gladly have been given if there had been no fee attached to the office. The fee was a minor matter; the opportunity of service in a situation surrounded, as it was, with so many difficult problems which they had to meet over a period of four years and which produced on the whole satisfactory results, was, as they often expressed themselves, the very best of records in itself. It is therefore with more than ordinary appreciation of such services that I pay tribute to them. Let it never be forgotten that every member of the old Board was invited to serve; a clear case of the position seeking the man. Would that the same could be said of their successors!

Yours very truly,

Rt. Hon. Arthur Meighen, P.C., K.C.,

O T T A W A,

Ont.

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052043

Ottawa, March 22, 1923.

D.B. Hanna, Esq.,
Dominion Bank Bldg.,
Toronto.

Dear Mr. Hanna:

I have your letter of March 21st. I entirely agree with your view as to the treatment of the former Board. There are many things going on now which are very hard for me to understand. At the first opportunity I wish to have a talk with you, and should you be in Ottawa I would be glad if you would let me know beforehand.

Yours very truly,

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CANADA

052044

Ottawa, Ont. April 10th. 1923.

Dear Mr. Hanna:

I am sending you herewith Hansard of yesterday. Please note especially pages Nos. 1730, 1731, 1732 and 1733.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

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052045

Ottawa, Aug. 31, 1923.

D. B. Hanna, Esq.,
Dominion Bank Bldg.,
Toronto.

My dear Hanna:

I notice that the Hon. E.M. Macdonald stated in Sydney that in the spring of 1921 while the Nova Scotia coal mines were closed you entered into a contract with a firm in Pennsylvania to supply, for the use of the Government railways, one million tons of coal per year for four years, and that you were taking that coal in the summer of 1921 while the Nova Scotia miners were out of work and their families threatened with starvation. He also stated that in the year 1921 out of $12,000,000. of good Canadian money for the purchase of coal $9,000,000. were sent by Mr. Meighen and Mr. Hanna to the United States while the Nova Scotia miners were idle.

I would be much obliged if you would let me know exactly what the truth is.

Yours faithfully.

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052046

Ottawa, Ont. October 18th.1923.

My dear Hanna:

The following is an extract from a letter I have just received from Vancouver:

> "I was advised to-day that the C.N.R. had purchased a site for a hotel in Vancouver and that the contract had been let to a man by the name of Macdougall (a party healer), without tenders.
>
> "I expressed my doubt as to the accuracy of the information, but I was assured positively it was the case. I thought perhaps you might check it up at that end.
>
> "In the first place, there is no need for another hotel here at the present time and it is outrageous for the railway to squander a million or so on an enterprise of that kind here. In the second place, I do not think they are authorized by Parliament to make such an expenditure. These points ought to be checked before the next Session."

It is, of course, quite impossible for me to find out here anything of the matter referred to, but I thought probably you might have some means of doing so.

If you are in Toronto to-morrow I will probably call on you in the forenoon.

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052047

With kindest regards.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

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052048

D.B. HANNA

CODES:
BENTLEY,
WESTERN UNION.

DOMINION BANK BUILDING,
TORONTO, CANADA.

November 13th, 1923.

Personal

My dear Mr. Meighen:-

After an absence of several weeks spent in the West, I find your letter of 18th. October on my return to the office.

I learned that Thornton had made a statement in Vancouver as to the desirability of the National Railways owning its own hotel in Vancouver, practically reviving the old Mackenzie, Mann agreement with the City of Vancouver, such agreement having in effect been cancelled by us in 1920 by performing other services satisfactory to the City of Vancouver.

The building of a new hotel at Vancouver would be an utter waste of money and could not be defended on any reasonable grounds and would be akin to the Paris purchase. I do not think the Vancouver people have taken Thornton's statement seriously; at all events, I could not find anyone when I was there the other day who was taking any action in the matter. I fancy it was one of those offhand statements which Thornton has the faculty of making, although some of them will come home to roost some day with embarrassment for the Railway and the Government. So far as having parliamentary authority. The gentleman, having flouted Parliament before in his wretched Paris and Toronto purchases, could do so again and perhaps get away with it without any serious objection being set up by the so-called Government we have at Ottawa at the present time.

With kind personal regards,

Yours very truly,

The Rt. Hon. A. Meighen, P.C. K.C. B.A.,
Leader of the Opposition,
House of Commons,
Ottawa, Ont.

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052049

Ottawa, Ont. November 19th.1923.

Dear Mr. Hanna:

Yours of the 13th. instant reached me just as I was about to leave Ottawa for Montreal and Toronto. I have not time at the moment to do more than send you an acknowledgment expressing my thanks for the information you have given me.

Yours very truly,

D. B. Hanna, Esq.,
Dominion Bank Building,
Toronto, Ont.

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052050

Find one dated as
Geo Porter – When
he came to Parliament &c
number of re-elections &c
– any important man he
has defeated &c

Geo

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052051

	1902 –	bye-elect	Porlier x J. G. Frost
	1904 –	gen elect.	B. O. Lott
	1908 –		Jesse Funnell
	1911 –		W. H. Hubbell
re-elect	1917 –		R. J. Graham
re-elect	1921 –		A. D. McIntosh

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335'

052052

Data Re: E. Guss Porter.

			Majority	Opponent
First returned to House of Commons Jan.15th	1901 - Bye Election		501	J.G. Frost
Re-elected	1904 - Gen Election		1,868	B.O. Lott
Re-elected	1908 - "	"	1,161	Jessie Funnell
Re-elected	1911 "	"	1,771	W.H. Hubbell
Re-elected	1917 "	"	1,635	R.J. Graham
Re-elected	1921 "	"	1,172	A.D. McIntosh

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

052053

335

To the Electors of West Hastings

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

052054

Ladies and Gentlemen:—

At a free and open Convention of the Liberals of West Hastings, held in the town of Stirling, on October 8th, 1924, I was chosen to contest this riding in the interest of the Government of the day.

I need no introduction to my fellow electors of this County. I am a Hastings man, born and bred, what I am and have been, you know well. My private and public record, I offer to you, open and unashamed, for I have tried to keep my name free and above reproach in the eyes of my fellow citizens, and the community I love and honor. I have nothing to hide, and there is nothing in my past which I would hesitate to reveal to friend or enemy.

The issues of the campaign are clear-cut and clean.

1. **THE MURDOCK CHARGES.**

Will you endorse Parliament's own vindication of her honor, dignity and integrity, sustained by an overwhelming vote of her own members, and of two of the three parties in the House?

Will you believe that the Canadian House of Commons acted in good faith and honesty, when after careful investigation it acquitted one of its members of a charge laid against him.

Or will you say that there is neither honor, nor dignity, in your elected Parliament, and that not it, nor the Parliamentary institutions of Sir John A. MacDonald and Sir Wilfrid Laurier are to be trusted, but that only one man is fit to say whether the honor and dignity of the Canadian Commonwealth are upheld at Ottawa?

Will you vote to sustain the Parliament of Canada, or will you vote to uphold the opinion of one member, whose case had already been tried in the Court of his own choosing?

2. **THE GOVERNMENT RECORD.**

National Finances.

Canada's great load since the war has been her national debt. Not only were we crushed with financial obligations, but greatly increased costs involved an expenditure in excess of revenue. Not only has the present government been able to arrest that tendency, but at the close of the fiscal year, in addition to a balanced budget, reported a surplus of $35,993,593.86.

Trade.

In 1921, Canada was buying $29,000,000 more than it was selling. For the last twelve months for which figures are available, she sold $260,000,000 more than she bought. That money is available for spending in Canada. That is good business for a man or a country.

Within three years Canada has concluded new trade treaties with France, Italy, Holland, Belgium, the Netherlands, and Australia.

Railways.

In 1921, the Canadian National Railways were looked upon as a hopeless national liability. The present government searched the world over for a man big enough to save them. Today due to brilliant executive management, such economies have been effected in operating expenditure, that it no longer exceeds the revenue, and Canada looks with confidence to the day when the Railways will be a real financial asset.

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Banking.

The tragedy of the Home Bank and the investigations resulting from it, showed undoubted weaknesses in the Bank Act. The Government immediately took action and has announced the creation of a system of federal inspection and audit, which we hope will prevent recurrence of any such catastrophe.

Agriculture.

Convinced that on a successful and contented agricultural population only could Canada build for the future, the Government early in its course appointed a special Committee of the House to inquire into the causes of agricultural depression. Ever since that Committee reported the Government has been seeking to put its recommendations into action and to improve agricultural conditions throughout the Dominion. The Government succeeded in negotiating an agreement with the British Government by which the embargo against Canadian cattle was removed, and this additional market has improved the selling price of Canadian cattle by about 1½c to 2c per pound. At the present time, a special effort is being made to solve the problem of heavy ocean charges on our live stock and other agricultural produce. In addition, special marketing facilities have been created abroad for the better handling of agricultural produce of all kinds. You know that these things are having their effect. You know that the last twelve months have showed a decided improvement in agriculture generally, and I ask you to stand by the Government that is standing by you.

Taxation Lessened.

Decrease in the cost of production of raw materials with a consequent decrease in the cost of living to the advantage of all concerned has been the aim of this Government in the remission in whole or in part of the sales tax upon the implements of production and many commodities of daily use and in lowering of certain customs duties. Such reductions as have been made in the tariff have been on agricultural implements and machinery used in the primary development of our natural resources. Agriculture, lumbering and mining are all great national basic industries on which the fundamental prosperity of the Dominion depends. Particularly are the prosperity and expansion of manufacturing and industrial enterprise and all export trade dependent on the cost of production of raw material and upon a prosperous and contented agricultural population. Agricultural depression is immediately reflected in lowered buying power, decreased industrial production and urban unemployment. With a full realization of the vital relationship existing between agricultural prosperity and industrial development the Government has made only such changes in the tariff as will benefit agriculture and other lines of primary production with favourable reaction on the other factors of national prosperity as is becoming increasingly apparent in the rapidly expanding export trade of the Dominion.

These are only some of the measures which the present Government has taken, in its effort to better living conditions in Canada today. I appeal to you as an intelligent electorate, to judge for yourselves whether your own good interests will be best served by

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returning a man who will endorse them, who will do all in his power to strengthen and extend them, and to include in them measures of particular import to this constituency, or by returning a man who offers you no constructive suggestion in his whole campaign, whose sole election cry is one of complaint, with no offer of any constructive forward step.

On past record, on constructive programmes, and on promises of future achievement, I ask you to judge the interests I represent in this campaign, with the alternative, offered you by my opponent. If you will examine the case thoroughly and make your decision on the merits of that case, I rest assured of your endorsation of my candidature on November 25th.

Yours very truly,

CHARLES E. HANNA.

YOU WILL VOTE AT

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CANADA

West Hastings Bye-election
33

052057

Ottawa, June 27, 1924.

To His Honour,
The Speaker of the House of Commons,
Ottawa.

Honourable Sir:

On the 22nd day of May last I took upon myself from my seat in this House, as Member representing the constituency of the West riding of Hastings, the responsibility to charge the Honourable James Murdock, a Minister of the present Government in the terms following:

> "That he did withdraw from the Home Bank at its Ottawa Branch on the 15th day of August, 1923, two days before such Bank's failure thousands of dollars on deposit therein to his credit, using certain information he had received as such Minister of the likely immediate failure of said Bank, and had received advantage and profit to himself to the extent of such withdrawals contrary to his obligation as such Minister in derogation of his office and the honour, dignity and traditions of Parliament."

Having made such charge I was granted an enquiry before the Standing Committee of this House on Privileges and Elections, and produced on such enquiry evidence under oath which I believe fully proved the said charge to be true. Certain members of such Committee, being general supporters of the Government and being a majority of such Committee, having failed to regard or give effect to such evidence, reported

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to this House a finding by them that the said charge so made by me was not only not proved but was entirely disproved, and a majority of this House, being general supporters of the Government, voted on the 25th day of June approval of the said report and adopted the same contrary to the evidence and the weight of evidence. Believing as I do, that in the opinion of the people of Canada a higher standard of honor and of fidelity to duty, and of the dignity and traditions of Parliament is required from Cabinet Ministers than has been thus sanctioned and approved, it becomes my duty by the only means in my power to appeal to the people, the highest tribunal of this country. I shall therefore place myself without delay in the judgment of the electors of my constituency, the West riding of Hastings, and ask them to pronounce upon my conduct, upon the one hand, and the conduct of the Minister of Labour and the Government and its supporters, on the other. I respectfully invite any member of the administration, or any member supporting the administration in this matter to submit himself to the electors of such riding in opposition to me, and I make a special request that in view of the clear, definite and immediate purpose for which I take this action,

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the Government will do me the justice of having the writ for such election issued forthwith.

Therefore, Honourable Sir, by reason of the facts above set forth, I hereby submit my resignation as Member for the electoral district of the West riding of Hastings in the House of Commons of Canada.

Faithfully yours,

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CANADA

052060

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Ottawa, July 5, 1924.

E. Guss Porter, Esq., K.C.,
Belleveille,
Ont.

My dear Guss:

The honourable deputy for Peterboro West has confidentially intimated that the Liberals expect to defeat you in West Hastings by the use of two weapons, (1) Church Union, and (2) the bootlegger influence which they claim to be able to array strongly against you. I pass this on though I must admit I consider it scarcely sorth while.

Yours very truly,

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Ottawa, Ont., October 15, 1924.

My dear Porter,

I think I can now advise you of my movements so that you will know where I am, and when I can be available to help you in Hastings. I leave Friday afternoon for Quebec and return to Ottawa Monday forenoon; leave that night for Toronto, speaking there Tuesday, and in Alliston and Collingwood on Wednesday the 22nd. I leave then for Yale bye-election spending one day at Portage La Prairie - the 25th - en route and one day at Calgary - the 28th. I will be in Yale Constituency for seven meetings getting through on November 4th. I can then return practically immediately if you desire. If you would prefer me a little later I could use a few days to advantage in the West. I would require one day at Portage La Prairie anyway so that the earliest I can be back in Ottawa would be say the 10th November.

Also I think you might desire to have Senator Robertson. If so please write him as early as you can. I know he will give you all the time he possibly can afford and will make nearly any sacrifice to help you. If

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there is anyone else or any number whose service you would desire and would want me to help you get them let me know. It is certainly our part now to through every force behind you.

Yours sincerely,

R. Guss Porter, Esquire, K.C.,
Belleville, Ontario.

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CANADA

052063

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Ottawa, November 3, 1924.

Dear Mr. Givens:

Many thanks for yours of the 1st instant. I can never sufficiently thank you for the consistent and generous encouragement you have always given and especially for the fact that it has been the more staunch the more it has been needed. A most difficult situation has been created for me in the district in which the newspaper mentioned is published and a task already big and requiring very considerable time to overtake is made more arduous still. My business, though, is not to falter but to keep right on.

Yours very truly,

W.R. Givens, Esq.,
Managing Director & Editor,
The Standard Printing & Pub. Co.,
Kingston, Ont.

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PUBLIC ARCHIVES
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CANADA

052064

Ottawa, November 4, 1934.

Dear Mr. Porter:

Your telegram, with regard to Mr. Meighen's meetings, duly arrived and I have sent it on to him in Western Canada. You may rest assured he will be available, as, to my knowledge, he has been keeping that time free for West Hastings. He arrives back in Ottawa on the morning of the 14th.

Yours faithfully,

Private Secretary.

E. Guss Porter,
Belleville,
Ontario.

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PUBLIC ARCHIVES
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CANADA

052065

C.N. Telegraphs

Copy-

Oct. 30th, 1924

Belleville Ont.

Rt. Hon. Arthur Meighen
House of Commons, Ottawa, Ont.

Want you here from fifteenth onward.

"E.Guss Porter"

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CANADA

052066

335

Ottawa, November 4, 1924.

Dear Mr. Meighen:

Herewith is telegram from Guss Porter, with regard to the Hastings meetings.

I am sorry it was necessary to bother you in British Columbia with telegrams, but in both cases I could not very well refuse to do so. The Welland invitation was given to Senator Robertson verbally and he asked me to wire you. The McGiverin Banquet committee also telephoned me requesting that I wire you about replying to the toast to the Parliament of Canada. It was sent before I received your telegram giving the date of your return.

Yours faithfully,

Private Secretary.

Rt. Hon. Arthur Meighen, M.P.,
Portage la Prairie,
Man.

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PUBLIC ARCHIVES
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CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

052067

Form 6123, replacing Form 1-TW

CANADIAN NATIONAL TELEGRAM

HEAD OFFICE, TORONTO, ONT.

W. G. BARBER, GENERAL MANAGER

Exclusive Connection with WESTERN UNION TELEGRAPH CO. Cable Service to all the World Money Transferred by Telegraph

RA258 . 6

335/ BELLEVILLE ONT 30 420 P

1924 OCT 30 PM 4 30

RT HON ARTHUR MEIGHEN

315

HOUSE OF COMMONS OTTAWA ONT

WANT YOU HERE FROM FIFTEENTH ONWARD

E GUSSPORTER.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series [illegible], [illegible], I, Vol. No. [illegible]

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052068

OFFICE OF
THE PRIME MINISTER & PRESIDENT OF THE COUNCIL
ONTARIO

TORONTO,
NOV. 11,
1 9 2 4.

Personal.

My dear Meighen:

I am very glad to be able to tell you that my reports indicate that the situation has improved very much for Porter in Hastings. There is no question now as to his election. It is a matter of majority, and I think every effort should be made to make the majority as large as possible.

You no doubt will be addressing a meeting in Belleville, and I think it desirable that you should have a good woman speaker associated with you. I think I have told you before what I repeat now, that I believe Mrs. Howard Fallis, R. R. 3, Peterboro, is one of the most effective platform women I have heard in our campaigns. I am sure that she would make an excellent impression in Belleville and do a lot of good. I believe it would be a splendid thing for you to have her. I have asked her if she will go if invited, and she tells me she will. Might I suggest that you ask her to speak with you in Belleville.

Mrs. Fallis is not physically very robust, and I doubt if she could keep up a long series

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PUBLIC ARCHIVES
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052069

OFFICE OF
THE PRIME MINISTER & PRESIDENT OF THE COUNCIL
ONTARIO

of meetings, but she could take two or three meetings in this campaign in the more important centres with, I am sure, excellent effect.

Yours very truly,

The Right Honourable Arthur Meighen,
Ottawa, Canada.

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PUBLIC ARCHIVES
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CANADA

052070

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Ottawa, Ont., November 12, 1924.

Dear Mr. Porter,

I have your telegram of today with regard to meetings arranged for Mr. Meighen in Hastings. He is to return on Friday and will then be advised.

All the dates are free with the exception of the 24th on which date he has a long standing engagement in Montreal. However, I presume Hastings will stand and the Montreal engagement will have to be changed.

Yours faithfully,

Private Secretary

E. Guss Porter, Esquire, K.C.,
Belleville, Ontario.

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Form 6123, replacing Form 1-TW

052071

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

CANADIAN NATIONAL TELEGRAM

HEAD OFFICE, TORONTO, ONT. CHAS. E. DAVIES, ACTING GEN'L. MANAGER

Exclusive Connection with WESTERN UNION TELEGRAPH CO. Cable Service to all the World Money Transferred by Telegraph

NOV 12

12 50

RA159 31

335

BELLEVILLE ONT 12 1230 P

A W MERRIAN

175

PRIVATE SECY THE R T HON ARTHUR MEIGHEN OTTAWA ONT

ADVISE MR MEIGHEN MEETINGS ARRANGED AND BILLED FOR 18 TH 19 TH 20 TH AND 24 TH MUST NOT BE ANY DISAPPOINTMENT PRINCIPAL MEETING IN THE RIDING

E GUSS PORTER.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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MEMORANDUM FOR MR. MEIGHEN

Attached is telegram from Mr. Porter with regard to your meetings in Hastings. The one on the 24th conflicts with your engagement to address the Montreal Women's Club. I wrote Mrs. Hodge immediately upon receipt placing the circumstances before her and saying that I was of opinion you would have to accept the Hastings date. This morning she telephoned me stating she cannot make any postponement, and is at a loss to know what she can do. She asked that you consider her plight, and if you cannot come to Montreal perhaps you would secure a speaker for her.

It occurred to me that perhaps Sir Robert would be willing to substitute for you in the circumstances. The subject is "Conservation of Canada's natural resources" with special regard to pulp and paper.

Today Senator Robertson tells me he is billed to speak with you on the 21st. at Trenton. Mr. Porter does not make any reference to that date in his telegram, although he wrote the Senator to that effect.

A.W.M.

14/XI/24

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052073

~~329~~ 335

Ottawa, November 15, 1924.

My dear Howard:

Many thanks for your personal letter of the 11th. I am getting in touch with Guss Porter and suggesting that Mrs. Fallis be asked at once to come.

Just back from the West, somewhat tired, but must jump into Hastings with all force.

Yours very truly,

Hon. G. Howard Ferguson, M.P.P.,
Prime Minister of Ontario,
Toronto, Ontario.

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PUBLIC ARCHIVES
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CANADA

052074

Ottawa, November 15, 1934.

My dear Guss:

Below is extract from a letter from Honourable Howard Ferguson.

"...You no doubt will be addressing a meeting in Belleville, and I think it desirable that you should have a good woman speaker associated with you. I think I have told you before what I repeat now, that I believe Mrs. Howard Fallis, R.R. 3, Peterboro, is one of the most effective platform woman I have heard in our campaigns. I am sure that she would make an excellent impression in Belleville and do a lot of good. I believe it would be a splendid thing for you to have here I have asked her if she will go if invited, and she tells me she will. Might I suggest that you ask her to speak with you in Belleville.

"Mrs. Fallis is not physically very robust, and I doubt if she could keep up a long series of meetings, but she could take two or three meetings in this campaign in the more important centres with, I am sure, excellent effect."

Mr. Ferguson has often spoken to me about Mrs. Fallis. I would like to follow his suggestion, but will not do so without your approval. If you agree please communicate with Mrs. Fallis.

Yours very truly,

E. Guss Porter, Esq.,
Belleville,
Ont.

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052075

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Ottawa, November 15, 1924.

Dear Mr. Templeton:

Thanks very much for your letter of the 12th. I will be in Belleville, but probably alone as Mrs. Meighen's mother is visiting with her now. I would suggest you 'phone Mr. Porter to this effect so that no other arrangements will be made.

With kindest regards to Mrs. Templeton and Robina.

Yours sincerely,

Robert Templeton, Esq.,
Rowallan,
246, John Street,
Belleville, Ont.

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052076

Nov 12th, 24

Dear Mr Meighen

I saw Mr Porter yesterday he told me, you were coming here for ten days, to help him in the contest.

We would be pleased to have you make our home your headquarters, if you have not made other arrangements.

If Mrs Meighen is coming with you, we also extend to her a cordial invitation

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052077

Wishing you every success

Sincerely

Sincerely yours

Robert Templeton

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052078

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Ottawa, Ont., November 16, 1924.

not attached when filed cannot locate

My dear Howard,

Thanks for yours of the 22nd with regard to Mr. A. Potvin, which I found awaiting my return from Western Canada. I am leaving tonight for the Toronto gathering.

I am glad to tell you that Mr. Porter advises me Mrs. Fallis has been in his riding for two weeks doing splendid work, and is to speak at some of my meetings.

Yours very truly,

Honourable G. Howard Ferguson, M.P.P.,
Prime Minister,
Toronto, Ontario.

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Ottawa, Ont., November 16, 1924.

Dear Mr. Porter,

Mr. Meighen will leave Toronto Monday night at 10,00, arriving at Belleville at 1,08. C.P.R. This with reference to our telephone conversation of today.

Yours faithfully,

Private Secretary

E. Guss Porter, K.C.,
Belleville, Ontario.

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GUTHRIE & KERWIN
BARRISTERS, SOLICITORS, &c.

HUGH GUTHRIE, K.C.
PATRICK KERWIN

335

Guelph, Canada,
November 19th, 1924.

My dear Meighen:-

PRIVATE

I am greatly disappointed that I cannot go to West Hastings as arranged for Thursday and Friday of this week. The truth is that since 27th October I have been in very poor health. I went to North Grey Convention on that day and caught a bad cold which I have not been able to shake off and I have since been under the doctor's care pretty much all the time. My cold has now developed into a sort of bronchial affection with slight attacks of pleurisy and my doctor has ordered me to lay up but I have been going about as I felt able to do so.

Yesterday I took a case for three hours in the non-jury court here and it completely knocked me out and in the evening my voice entirely left me. To-day I can speak in a whisper only. My doctor has ordered me not to go to West Hastings on any account, and apart from his orders I do not feel well enough to go. I will have to take things easy for two or three weeks to come. To-day I had to cancel an engagement to speak at Springfield, Illinois, before the Illinois Historical Society on 28th and another swell invitation to speak at the Chicago St. Andrews' Society at a banquet on 29th with a big fee attached to the latter so you can see that I am not in very good shape.

I hope that Gus will understand my not being able to go to Hastings. I had been looking forward to it with great pleasure. I know that he is having a strenous fight and we owe it to him to do everything possible to elect him. I telegrapbed him this morning and am writing him particulars to-day. I hope you will understand my position and excuse my not being in the riding.

With kind regards, I remain,

Yours truly,

H. Guthrie

Rt. Hon. Arthur Meighen,
c/o E. Gus Porter, Esq., K. C.,
Belleville, Ont.

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THE SENATE
CANADA

Calgary
Nov 26/24

My dear Arthur

Do not let Porters defeat depress you at this time -

There is a tendency to attach an exaggerated significance to this kind of defeat, but you can safely afford to accept the situation calmly -

The election was one rather between individuals than political parties. Carry on as you have been doing and keep the flag flying -

Best regards

Sincerely
James A. Lougheed

The Hon Arthur Meighen
Ottawa

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CANADA

052082

OFFICE OF
Peter McGibbon
M.C., M.B., M.R.C.S. Eng. L.R.C.P. (Lond).
BRACEBRIDGE, MUSKOKA.

Nov 26/24

My dear Arthur —

Just a line to express to you my regret that Pete could not be defeated in Waterloo. It was a hard blow to us all but I am sure he did as you would have. Don't however think for a minute that the fight around with waging three hundred thousand dollars and expense

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052083

OFFICE OF Peter McGibbon M.C., M.B., M.R.C.S. Eng. L.R.C.P. (Lond). BRACEBRIDGE, MUSKOKA.

the sentiment of the loyal people in Ontario — and the feeling brought home as nothing else could have done to the people that either now we have a Allian — Dont pay a damn but if otherwise & that Mr Laurier and fool either the people of Canada are behind you to-day as never before. Sorry that I dont not see you a Lonck longer as there was something

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CANADA

052084

OFFICE OF
Peter McGibbon
M.C., M.B., M.R.C.S. Eng. L.R.C.P. (Lond).
BRACEBRIDGE, MUSKOKA.

Mr Jardine Muskoka - Ontario

Dear Sir I
wrote you a few days ago
in demand that I was responsible
for the Bishop's chair being
Polished. There must have been
some mistake. I wrote there I
rather 95 of the 100 I was
expected in Bracebridge and 100 in
some of the small Polls. I am
responsible ~~for~~ enclosing you an
invoice & write me if my paper
has reached you & if the Meighen and
Anti-Meighen. You are causing a damnable

052085

OFFICE OF
Peter McFibbon
M.C., M.B., M.R.C.S. Eng. L.R.C.P. (Lond).
BRACEBRIDGE, MUSKOKA.

Many thanks more than I can share but - just thats for a month that the Conservation Board at least - do not know and appreciate your work.

Yours truly

Peter McFibbon

P.S. I can much not better an this so you have enough to do without my thanks more of you than ever.

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CANADA

052086

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Ottawa, Ont., November 28, 1924.

Dear Mr. Cooke,

Yours of the 26th instant reached me this morning upon my return to the City. Needless to say I was disappointed with the result in West Hastings, but by this time you will have learned some ofthe several causes which contributed to Mr. Porter's defeat. May I express a word of sincere thanks to you for the great work you did in that County. I feel that to you we owe a great deal of the majorities we did get in that County.

Yours very truly,

Honourable J. R. Cooke, M.P.P.,
Toronto, Ontario.

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CANADA

052087

PERSONAL

ONTARIO

LEGISLATIVE ASSEMBLY

TORONTO, November 26th, 1924.

Hon. Arthur Meighen,

OTTAWA,

Ont.

Dear Mr. Meighen:-

I regret very much the result of yesterday's by-election in West Hastings. The central portion of the County, in Huntington, Stirling, Rawdon, Marmora, Delora and Springbrook, where I met you, responded wonderfully well, giving a majority of 740 in those places for the Conservative candidate, which exceeds any Conservative majority that was ever polled in those districts, but they were the only places in which Conservative majorities were carried. I am simply amazed at the result in Belleville and Trenton and am at a complete loss to account for it. I earnestly hope that the future will hold for you success and I simply write you to let you know that in some parts of that Riding at least, your efforts were appreciated.

With kindest regards, I remain,

Yours truly,

J R Brooke

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8

052088

335

House of Commons
Canada

Nov 28th 24

Dear Mr Meighen.

I have given the Gazette article careful thought and have concluded that our cause would not be helped by hammering them in my explanation.

My letter is polite and to the point and does not prevent us from using Mr Bazett some other time if opportunity should offer.

I have come to this conclusion after having recalled the letter I sent Livesay. As far as I can see it did not do him any good except to make him very angry and it was the subject of much

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052089

House of Commons
Canada

adverse comment from
other newspaper men.

Yours Sincerely
R. F. Sutherland

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052090

O T T A W A, November 28, 1924.

Editor, "Gazette",
M O N T R E A L,
P.Q.

Dear Sir,-

My attention has just been drawn to the article in your issue of November 27th in which it is stated, or at least inferred that, as Chief Organizer for the Conservative Party, I was not invited to go into the fight at West Hastings.

I have no doubt that the writer of the article had no wish to be unfair to either Mr. Meighen or myself. It is with this thought in mind that I am writing you to point out that the statement as printed is distinctly, though not intentionally unfair. As a matter of fact Mr. Meighen did invite me to go to West Hastings, but owing to other pressing business I was unable to accept. The Yale fight to which your correspondent so kindly refers had kept me in the west until too late to come east in time to be of any real assistance in West Hastings. On top of this the Speakers' list for West Hastings had already been prepared and the riding was well covered. However, I made it plain that if my services were really needed, I would gladly go into the fray even at the last moment.

I am writing this to explain to you just the situation in regard to myself, also in the knowledge that you would not intentionally give or create a wrong impression in regard to the West Hastings matter in general.

Yours very truly,

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052091

335

Ottawa, November 29, 1934.

My dear Senator:

Many thanks for your kind letter of November 26th. West Hastings was certainly a very great disappointment. Without doubt our men are not individually doing the work that should be done in the way of organization and getting candidates out in the constituencies not represented by Conservatives at the present time. This was urged strongly upon them before prorogation.

Yours very truly,

Hon. W.H. Bennett,
Midland,
Ont.

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052092

Hideaway
Nov 26/24

My Dear Chief,

We heard last night with sincere regret of Porter's defeat - too bad but from now until the elections which they will bring on soon, I think - we must organize and have more honest newspaper publicity + we members and senators must fight harder at our homes in organizing and in Parliament at showing them up + Tale is a good sort off to West Hastings.

The party in Ontario is solid behind you as also the senators and members from this Province so we must lay out now for 65 seats from Ontario sure and with honest work it can be done with respect at Porter's score not being 760 but 651 which is a good one,

I am always
W H Bennett

Pls forward to Meighen Ottawa

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052093

335

Ottawa, November 29, 1924.

Dear Mr. Spinney:

I thank you very much indeed for your exceedingly kind letter of November 25th. We got a severe disappointment the other day in West Hastings, but it is accounted for by peculiar local conditions which will right themselves very shortly. However, I cannot bring myself to believe that this country will tolerate the present drift of policy and utterly helpless administration for any length of time.

I appreciate your enquiry as to Ted. This last summer he spent, at my request, in the forests of Quebec, my idea being that he should improve his French. He is now, of course, in his third year at the Military College and I am exceedingly glad to say he has done remarkably well. Last year he brought home three prizes, chiefly for mathematics, and in the examinations this year in mathematics he not only has stood the highest but has, I am

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informed, established a record. You can understand what good news this is to me.

All our family are well. Mrs. Meighen and I would have liked nothing better than to have gone down from Truro to Yarmouth, but I simply could not spare the time. We will probably have a general election inside of a year and then doubtless we will see you all again. Our very best regards to the family.

Yours sincerely,

E.K. Spinney, Esq.,

Yarmouth,

N.S.

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052095

Yarmouth Nov 25 1924

Dear Mr Meighan.

Permit me to join with your many friends in Canada in extending hearty congratulations for the unmistakable evidence of confidence and high esteem in which you are held not only by your party followers but also by the properly balanced public.

What a rebuke to the vest of traitors surrounding the office of the Montreal Gazette. I only hope that I may live until

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after the next Election when
I shall be greatly surprised
if the intelligent Electors of
this Young Nation does not
give a complete Vindication
of the manly stand you have
taken in upholding the best
interests of the Country
I had hoped that you would
seize the opportunity when in
Town of giving us a call at
Yarmouth where you would
receive a very warm welcome
What has happened to Ted
this Summer I we expected to
see him in Nova Scotia

052096

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I know how thoroughly
your time is employed —
The approaching session of
Parliament will be a most
interesting one if I correctly
diagnose your opportunity.
The leader of the Government
has made a fine exhibition
of his wonderful power to
sacrifice principles in order
that he may retain the sweets
of office.
With all good wishes and
kindest regards to you and
yours in which my family join
Believe me Sincerely Yours
E L Pinsey

Ottawa

Rt-Hon Arthur Meighen

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after the next Election when I shall be greatly surprised if the intelligent Electors of this young Nation does not give a complete Vindication of the manly stand you have taken in upholding the best interests of the Country

I had hoped that you would seize the opportunity when in Truro of giving us a call at Yarmouth where you would receive a very warm welcome

What has happened to Ted this summer? We expected to see him in Nova Scotia

I know how thoroughly your time is employed — the approaching session of Parliament will be a most interesting one if I correctly diagnose your opportunity.

The leader of the Government has made a fine Exhibition of his wonderful power to sacrifice principles in order that he may retain the sweets of office.

With all good wishes and kindest regards to Mrs and Jones in which my family join

Ever Sincerely Yours

E. N. Rhuey

Ottawa

052096

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CANADA

052098

335

Ottawa, November 30, 1924.

Dear Wilbur:

It is good indeed of you to write me in the terms of your letter of the 27th November. You put in about one sentence the real truth about West Hastings. We were well organized, but the factors to which you refer were too many for us. The issue which we raised was hard to impress upon the ordinary elector and it lent itself besides to a whispering campaign against us, chiefly against our candidate, his family, his friends etc. and the latter was prosecuted by three or four paid agents who sowed their vile seed at every back stairs in the constituency. The only thing to do is to get up and win the next one.

With sincere best wishes.

Yours very truly,

W.C. Cochrane, Esq.,
217 Bay St.,
Toronto, Ont.

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W. C. COCHRANE
SUDBURY, ONTARIO
CANADA

052099

CABLE: BOND

217 Bay St.,
TORONTO, Ontario
November 27th, 1924.

PERSONAL.

The Right Honourable Arthur Meighen,
Parliament Buildings,
OTTAWA, Canada.

Dear Mr. Meighen,-

I sincerely hope that you pay no attention to the grasshopper actions of certain sections of the Montreal Press, in regard to you personally and the outcome of the West Hastings election. These insects only thrive in rich harvest fields, and are not at all constructive to the making of the harvest.

I have every conficence that you will be the next Prime Minister of Canada, and will carry the country at the next general election. The outcome at West Hastings, as you probably know, was the result of certain jealousies against your candidate and certain sore-heads over the O. T. A. as well as a great deal of cash.

With sincerest best wishes,

I am

Yours very truly,

W. C. Cochrane

WCC/B

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052100

335

Ottawa, Dec. 1, 1924.

Hon. Sir James Lougheed,
Calgary, Alta.

My dear Sir James:

I sincerely appreciate your letter of the 26th November. West Hastings was a real disappointment I can tell you, and I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. There were other matters as well that told against us, such as the O.T.A., etc., but just to what extent it would be hard to say. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

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052101

The Gazette has seized on Hastings to start on the rampage again.

The interview you gave at Calgary upon your return in September was about the best thing I have seen on the subject, and helped a great deal. When are you coming down? There are two or three matters I want to discuss with you. One of them I have reviewed very thoroughly with Sir Robert Borden. If you would advise me when you can come I will make it a point to be here. I called your house on the way through but you had left for Ottawa, and my absence in Hastings prevented me seeing you.

Yours very truly,

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052102

335

Ottawa, Dec. 1, 1924.

Dr. J.T.M. Anderson,

Saskatoon,

Sask.

not attached when filed

Dear Dr. Anderson:

Many thanks for your letter of the 28th Nov., which reached me this morning. West Hastings was a real disappointment I can tell you, and I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. There were other matters as well that told against us, such as the O.T.A., etc., but just to what extent it would be hard to say. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

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I would like to see one or two conventions take place in Saskatchewan, one anyway, and candidates nominated. The sooner this takes place undoubtedly the better.

Yours very truly.

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052104

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Ottawa, Dec. 1, 1924.

Dr. Peter McGibbon,

Bracebridge, Ont.

My dear Doctor:

It was characteristic of you to write me in the terms of your letter of 26th November. West Hastings was a real disappointment I can tell you, and I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. There were other matters as well that told against us, such as the O.T.A., etc., but just to what extent it would be hard to say. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

Mrs. Meighen was delighted to hear that I had

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seen Mrs. McGibbon, and especially to learn that she looked so well. I have never seen Mrs. McGibbon look so well as she did in Toronto. Surely she must have entirely recovered.

With sincere thanks for your kindness,

Yours very truly,

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Ottawa, Dec. 1, 1924.

R.B. Hanson, Esq., M.P.,
Fredericton, N.B.

My dear Hanson:

It was indeed good of you to write me in the terms of your letter of the 27th November. West Hastings was a sore disappointment, that I must admit. There were local adverse conditions of which I had no previous knowledge. Our candidate, while an exceptional man, had been 24 years member, and especially in later years through indisposition, has not been able to keep as closely in touch with the younger element as he would otherwise have done. Moreover I must frankly state that we were not able to get into the minds of the electors a proper realization of the significance of Mr. Murdock's conduct. The distinction between the restraints of a trustee, and especially a Cabinet Minister, and the rights of an ordinary citizen was such that while many grasped the situation there were a multitude who did not. The Government with an abundance of money started early and conducted a high pressure campaign. It consisted chiefly of the scattering of whispered slanders against Mr. Porter, his relatives and friends. In this they

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had really hundreds engaged over the whole riding, and the nature of the issue chosen by us made easy the carrying on of this kind of campaign. There was no use to which money could be put legally or illegally where it was not lavished. I see that the correspondent of the Montreal Gazette, answering to the demands of its editorial page, says in the issue of Thursday that for all this the Government deserves much "credit"! My position is made exceedingly difficult, but I have only one course that I can honourably pursue.

With kind personal regards,

Yours very truly,

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House of Commons
Canada

Fredericton, N.B., November 27/24

Right Honourable Arthur Meighen,

House of Commons,

Ottawa.

Dear Mr.Meighen:-

I was almost struck dumb when I heard the result yesterday morning in West Hastings, and I have been trying to account in my own mind for such a result. I cannot believe that it was a true expression of West Hastings on the Murdock charges - there must be some other reason, and I was wondering if Porter had worn out his welcome, or, if possibly his attitude on Church Union may have had something to do with the result.

I understand that Bellville is largely Methodist and there may have been resentment on the part of those people at the very critical attitude which he took on this question. During the Session I was afraid of Dr.MacLaren on this very question and took occassion to ask Baxter to speak to him about it. It was a very delicate job with him, but I think he did say something to him,

I am extremely sorry for Porter, personally, who deserved a great deal better at the hands of the people. However, I am more sorry for you and the Party, because it will be looked upon as a body blow.

Yours sincerely,

R.B.Hanson

RBH:ZVA

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052109

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Ottawa, Dec. 1, 1924.

John T. Haig, Esq., M.P.P.,
Winnipeg, Man.

Dear John:

It was characteristic of you to write me in the terms of your letter of the 27th November. I appreciate it very much. West Hastings was a real disappointment I can tell you, and I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. There were others matters as well that told against us, such as

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the O.T.A., etc., but just to what extent it would be hard to say. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

Yours very truly,

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LEGISLATIVE ASSEMBLY
WINNIPEG

November 27th,1924.

Rt.Honourable Arthur Meighen,
Ottawa, Canada.

(Personal)

My dear Arthur,-

I, along with the rest of our friends here, was very disappointed with the disastrous results in West Hastings. I suppose,however, it is one of these things that happen. I have no doubt,as intimated here,the Liberals spent barrels of money in the County,for it was either a case of a win for Murdock or resignation. I am sure you will feel this defeat very keenly,but there is nothing to do but fight on. It certainly does not look very encouraging when a seat like West Hastings would flop over for no reason on earth. I know this County well,as my mother came from about two miles West of Trenton,Trenton being their market town for years. There is nothing to do,however, but to keep up the work of organization and it will tell.

Kind personal regards.

Yours truly,

Address:

John T.Haig,M.L.A.
Bank of Hamilton Chambers,
Winnipeg,Man.

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Ottawa, Ont., December 1, 1924.

Dear Dr. Anderson,

Yours of the 25th reached me this morning. West Hastings was a disappointment I must admit, but there is no need of analysing the situation to you. You know it as well as I do from other sources.

Yours very truly,

Dr. J. T. M. Anderson,
Saskatoon, Sask.,

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Rt. Hon. Arthur Meighen

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S. J. Donaldson
Prince Albert

E. E. Perley
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H. H. Herbert
North Battleford

J. J. Leddy
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Moose Jaw

W. M. Asseltine
Rosetown

Dr. Lee
Frobisher

J. D. Wylie
Maple Creek

LIBERAL-CONSERVATIVE ASSOCIATION OF SASKATCHEWAN

PROVINCIAL LEADER:
DR. J. T. M. ANDERSON

President
Dr. H. E. Munro

Secretary
G. A. Cruise

Treasurer
Hon. J. R. Wilson

Calhoun Ave
Toronto Ont.
Nov 30/21

Dear Meighen,—

Kindly accept my deepest regrets in view of the result in N. Hastings. It would appear that the O.T.C. and the personality of Hanna were the contributing factors.

We had a fine meeting of the Toronto Business Men's Cons. Club today and I enjoyed addressing them. I am leaving the city at 6 P.M. Wed. next for Chicago on my way home. I shall arrive at Saskatoon Dec. 9.

With best wishes
Yours faithfully,
J. T. M. Anderson

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Ottawa, Dec. 1, 1924.

G.B. Nicholson, Esq.,
Austin & Nicholson Ltd.,
Chapleau, Ont.

My dear Nicholson:

I appreciate very much your thoughtfulness in writing me as per your letter of the 29th November. West Hastings was a real disappointment I can tell you, but I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. There were other matters as well that told against us, such as the O.T.A., etc., but just to what extent it would be hard to say. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

Your suggestion as to Mr. Scully I will follow

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at the first opportunity, and I thank you for it.

With every good wish,

Yours very truly,

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A. McN. AUSTIN, 1st. Vice Pres.
J. W. AUSTIN, 2nd. Vice Pres.
GEO. B. NICHOLSON, President.
A. L. MORSE, Oper. Manager
REG. THRUSH, Secy.-Treas.

OTTAWA, ONT.
AUSTIN & NICHOLSON LIMITED
MANUFACTURING LUMBERMEN
Manufacturers of LUMBER
Dealers in PULPWOOD
MILLS AT
NICHOLSON, DALTON AND DEVON,
ONTARIO.

CHAPLEAU, ONT. Nov. 29th, 1924.

The Right Honourable Arthur Meighen,
OTTAWA, Ont..

Rt. Hon. & Dear Mr. Meighen:-

ALL QUOTATIONS, AGREEMENTS AND CONTRACTS, ARE MADE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS OF CARRIERS, AND OTHER CAUSES BEYOND OUR CONTROL.
ALL QUOTATIONS SUBJECT TO PRIOR SALE, AND TO CHANGE WITHOUT NOTICE.

I have refrained from writing you since the result in West Hastings became known, because I felt that you would, in all probability, be very busy after your absence from Ottawa so long.

West Hastings is, in some regards, a disappointment, although as I think I pointed out to you on the train, I was not entirely surprised, because I had gleaned some information as to the tactics that were to be employed. I, of course, have no idea how things were done or whether it would be possible to bring home to those who directed the campaign, the responsbility for what has taken place. It may be that Porter and his executive committee will have been able to get evidence, but from everything that one can gather, there does not seem to be a doubt but that tactics were resorted to, that have no parallel since the days of the Ross Regime in Ontario.

I was in Montreal on Thursday and some of our friends there were quite discouraged. I endeavoured to convince them that, as a political barometer, West Hastings should not be considered at all, because the result does not in any way represent the feeling in Ontario.

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CONTINUATION PAGE NO.

AUSTIN & NICHOLSON, LIMITED

2. The Rt. Hon. Arthur Meighen. Nov. 29th, 1924.

Do you personally know Mr. J.J.Scully, General Manager, C.P.R. Lines, East, Head office in Montreal? He is whole-heartedly with us. He, of course, has to be diplomatic. If it were possible for you to have an informal talk with him, I think he could be of very considerable assistance

I am just passing this on confidentially.

In travelling from Montreal to Chapleau via Toronto, I attended the Conservative Business Men's Luncheon, yesterday and had the pleasure of meeting a number of our friends, and the general sentiment was that West Hastings would have influence against us only in the parts of the country where the circumstances were not known.

With kindest personal regards,

Yours truly,

GBN/J.

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GARLANDS' LIMITED

PORTAGE LA PRAIRIE, MAN.

"ONE PRICE CLOTHIERS"

HIGH-CLASS FURS A SPECIALTY

335

Dec. I. 24.

Rt. Hon. A.Meighen

Ottawa Ont.

Dear Mr. Meighen,-

I am returning you to-day under seperate cover book you were good enough to let me have from the Libary and for which I thank you.

Sorry that Porter was beaten but that cuts no figure all chaps who resign thinking they have a sure thing gets the same thing no matter what the strength of their party is.

Things are reasonably quite here, first part of Nov. ~~were~~ was good but money seems to have dissapeared.

Hopeing you and your family are all well. We here are all fine.

Yours Truly

John J. Garland

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CANADA

052119

The Standard Printing and Publishing Co. (Limited)

W. R. GIVENS, Managing Director and Editor.

PUBLISHERS OF The Daily and Semi-Weekly Standard

Established 1810

KINGSTON, ONT.

Dec. 1st, 1924.

Rt. Hon. Arthur Meighen, M.P.,
Ottawa, Ont.

PERSONAL

files 223 and 243

Dear Mr. Meighen:

I have your two letters of Nov. 28th and I am glad to see that you are not at all discouraged by the West Hastings reverse. Hannah's personality counted for a lot in the victory while I feel quite sure that there is a good deal of foundation in the report that many wet Conservatives took a whack at Porter just to take an indirect whack at the Ferguson administration.

Of course the Montreal Gazette is at it again and we accordingly answered them in a mild way. I did not intend to send you the article at all but in view of your letters you may be interested in seeing the reply.

With kindest personal regards,

Sincerely yours,

W. R. Givens

Encl.

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052120

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Ottawa, Dec. 3, 1924.

Thos. Jarrett, Esq.,
Editor, Quinte Sun,
Trenton, Ont.

Dear Mr. Jarrett:

May I express to you my sincere thanks for the good work you did in the Hastings bye-election, and for your splendid support at all times.

I am enclosing herewith copy of an editorial which appeared in the Ottawa Journal of December 1st as it struck me you might possibly think it worth while to have it reprinted.

Yours very truly,

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052121

Dec. 3rd 1924

My Dear Mr Meighen

I am sure it was not very welcome news that reached you, as the result of the voting here. All this is home-hold were very disappointed for your sake but E.G.P. was too much of a load to carry. Many have said to us, we voted for Mr M. I think you understand the local conditions, and the reason why.

It was a personal campaign. The public lost sight of the issue altogether.

I understand that a movement is on foot to reorganize the party, (which is badly needed), and when the general election comes, with a popular candidate I have no doubt; this riding will be in line again. I trust you are none the worse

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for all the hard work and expense
suppose you are used to it

Mary has not been so well, has been
in bed for 3 days. hopes to get up to-
-morrow. Still her politics is too exciting
a game for her. and like most women
she is a bad loser.

We all join in kind regards
to you & Mrs Meighen

Remain

Sincerly Yours
Robert Templeton

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052123

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Ottawa, December 6, 1934.

Dear Mr. Templeton:

I have your letter of the 3rd December and wish to thank you very much for having the kindness to write me at this time. As a matter of fact I had on my list of letters today one to Mrs. Templeton to thank her for the kindness of her hospitality during the day I spent in Belleville.

West Hastings was a very great disappointment and the loss of that riding has been a severe trial to me. I, of course understand something of the local conditions and realize that in the main the causes were local and due to the intensive whispering campaign conducted against the

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Conservative candidate. However, another cause, which was really a greater factor than I realized at the time, was the resentment, utterly unreasonable, in my opinion, against the Provincial Government because of the defeat of Government Control and the enforcement of the O.T.A. The numbers who voted against the Conservative Party on this ground were very large. It is strange indeed what waves of sentiment ~~[illegible]~~ now affect an individual contest.

I am sorry Mrs. Templeton has not felt well for the last few days. She will certainly have the best of attention and I hope she is alright by this time. Please extend to her and Robina and accept for yourself my very sincere thanks for the kindness shown me in Belleville. I enjoyed

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very much the hours I spent at your home and was especially glad to meet the friends who at different times were gathered there.

With all good wishes.

Yours sincerely,

Robert Templeton, Esq.,
Rowallan,
246, John St.,
Belleville, Ont.

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Ottawa, December 6, 1924.

Dear Mr. Elliott:

I have your letter of December 2nd and thank you for having the kindness to write me at this time.

The defeat in West Hastings was a great disappointment to me and constitutes a serious difficulty which I now have to overcome. Of course I am aware of local conditions to an extent and realize that the chief force thrown into the battle by the enemy was a whispering campaign against the Conservative candidate. This, assisted by an immense expenditure of money, nearly all illegally, proved too much. It would appear, as well, that very large numbers voted against us in resentment against the defeat of Government Control and the action of the Government of Ontario in enforcing the O.T.A. This resentment, wholly unreasonably, as I view it, proved much greater than I realized at the time. We must be patient and all these things will be overcome.

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I extend kindest regards to Mrs. Elliott on behalf of Mrs. Meighen and myself and again thank you for your thoughtfulness in sending me this encouraging word.

Yours very truly,

J. Elliott, Esq.,
Manager,
The Standard Bank of Canada,
Belleville, Ont.

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Belleville, Ont. Dec. 2nd, 1924.

The Hon. Arthur Meighen,
Parliament Bldgs.,
Ottawa.

Dear Mr. Meighen:-

For some days I have thought of writing you in connection with the recent Election held in West Hastings, but until to-day hesitated to do so, but my friendship and respect for you are so great that I am compelled to write to-day, to express to you my sincere sympathy in the loss of West Hastings to the Conservative Party, and especially so, after the hard work you did in the Riding.

My main object in writing this letter is to assure you, in my opinion, and I am pretty closely in touch with the leading Conservatives of this Riding, that the result must not be taken as a decision upon the policy annunciated by you, and I

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believe, were a new election held in this Riding to-morrow, with a Conservative candidate, possessing the confidence of the electors, the result would be favorable to the Conservative Party.

While I have nothing whatever to say against Mr. Porter personally, I do know that for some years he has been losing his influence in this Riding, and I believe, to a large extent, his defeat in the recent election was caused by the female vote.

I look forward to the day, and that not far distant, when Canada will return to the principles advocated by the Conservative Party, and that you, in due time, will be the Leader of the Government in this country, and in my humble opinion, the sooner this change is brought about the better it will be for Canada.

I am writing you as a friend, and confidentially, and you may rest assured that under all circumstances, you will have my loyal support, and it will ever be a privilege for me to endeavor to carry out any command you may intrust to me.

Mrs. Elliott joins me in kindest regards, while I remain,

Yours very sincerely,

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Ottawa, December 8, 1924.

Dear Mr. Ross:

I have your letter of December 3rd. Personally I am rather glad you did not publish the editorial which you sent. It is good in most particulars, but I think it is a mistake to criticise Mr. Porter's resignation. This was taken with the unanimous approval of the entire Party here and it was the right, honourable and constitutional course. His position in the House would have been an unenviable one had he not done so. Many wise people have arisen since the election, but up to the hearing of the returns I did not receive a word of criticism from anyone by reason of the course Mr. Porter pursued. At the time he tendered his resignation the commendations were general. As a matter of fact it was not until after St. Antoine that the Liberal Party decided even to put a candidate in the field.

Yours very truly,

Hugh R. Ross, Esq.,
The Standard,
319 Elgin Ave.,
Winnipeg

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THE STANDARD

Published Weekly at 319 Elgin Avenue, Winnipeg, Manitoba

Winnipeg, Man., Dec. 3rd 1924

Rt. Hon Arthur Meighen
Ottawa Ont.

Dear Mr. Meighen :-

When Mr. Turnbull and Mr. Turtle read my editorial on the West Hastings bye-election, they thought I was getting on to dangerous ground so I have decided not to publish it. If I were running the paper alone I'd let it slide and take a chance on it. I know the Grit machine better than they do and I feel that one is pretty safe in charging them with almost anything in a case like this.

I am enclosing copy of it uncorrected just as taken off the proof. Let me know in confidence what you think of it and oblige

Yours very sincerely
Hugh R. Ross
604 Agnes St.

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052132

335

Ottawa, December 8, 1934.

Dear Mr. Thompson:

I appreciate very much your letter of December 3rd. West Hastings was a real disappointment I can tell you, but I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. The defeat of Government Control in Ontario has raised a wave of resentment, utterly unreasonable, in my view, against the Government which has to enforce the O.T.A. It so happened that West Hastings was the first chance to hit the Conservative Party and the city and town dwellers certainly did so. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

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On this whole subject, though, it is really quite remarkable the number of wise people who have arisen after the event. Mr. Porter took the traditionally sound constitutional course, and in my view, would have occupied an unenviable position in the House had he failed to do so. When I say that it was not until the result in St. Antoine became known that the Liberals had any intention of even contesting the seat it will perhaps be some explanation of the fact that at the time Mr. Porter took his step not a word of complaint reached either himself or myself or so far as I know anyone else, indeed nothing but commendation;

Yours very truly,

T.F. Thompson, Esq.,
201 McCallum Hill Bldg.,
Regina Sask.,

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CANADA

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PHONE 7793

-BRANCH OFFICE:
NOKOMIS, SASK.

THOMPSON LAND CO., LIMITED

FARM LAND
A SPECIALTY

LAND DEPARTMENT

201 McCALLUM HILL BLD.,
REGINA, SASK.

December 3d, 1924.

Hon. Arthur Meighen,
Ottawa, Ont.

on file 6

Dear Mr. Meighen;-

Re West Hastings Bye-Election.

I am in receipt of your letter of November 22nd, and have carefully noted contents of same. We are both anxious and willing to push organisation all we can here in Saskatchewan, but, we are, as you point out, terribly handicapped for want of press support, and I may also say for lack of funds.

Referring to ~~above~~ the bye-election, we upheld you in your attitude in both bye-elections in Quebec (Rimoski and St. Antonio). I maintained with the Government in power, it was not likely that we should win these elections, but never-the-less the victory was with us to a very great extent as both candidates were elected with a very much reduced majority. However, I must say that there has been some very bad management on the part of the conservatives in connection with West Hastings bye-election. From a distance it would appear that E. Gus Porter, the conservative candidate, had acted very rashly and had taken to much for granted. I have been

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REGINA, SASK.

talking to good conservatives from the city of Bellville who claim they would not have voted for Porter in this particular bye-election, as he was altogether too dogmatic, and had not really done anything for the city of Bellville in all the years he had represented West Hastings, not even while the conservatives were in power at Ottawa. It would seem that it was a case of "the tail wagging the dog", Porter dictating to the Party. We out here maintain that the conservative caucus should never have allowed Porter to resign his seat and, if he did, they should have chosen another candidate to contest the seat. We all have confidence in you as a Statesman and Leader, but we believe at times that you should play politics ~~more~~ better in such cases as above.

It is very unfortunate for us to have a reverse like this at a time when the conservative party in Canada was really coming into its own and it certainly looks like very poor management on the part of the Party's leaders. There are so many unnecessary things said and done that make it much harder for us to work forthe Party.

TFT/C

Yours very truly,

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Ottawa, December 8, 1924.

Dear Mr. Rive:

I have your letter of the 5th. Really I think you must be mistaken when you say I did not answer your previous letter. I answered all letters ever received unless by some chance there was an oversight. I am especially interested in what you say as to the Honourable Mr. Baxter and will very seriously consider this point of view. It looks to me as if New Brunswick provincially should not be so very difficult.

West Hastings was a real disappointment I can tell you, but I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Murdock's conduct, and that very issue lent itself to the raising of counter issues of a dirty and personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were probably a hundred throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to

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spend all the money it could. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

Yours very truly,

R.M. River, Esq.,
Barrister,
143 Peel Street,
Montreal, P.Q.

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A. ROSS PENNOYER
R. M. RIVE
BARRISTER

052138

TELEPHONE UPTOWN 2101

PENNOYER & RIVE

BROKERS

143 PEEL STREET

MONTREAL

Dec.5th/24

Right Honorable Arthur Meighen,
Ottawa,Ont.

Dear Mr. Meighen,

I received no answer to my letter of some months ago and pamphlet. It was probably not worth while. When in Montreal will you please call on me as an ordinary citizen. Do not forget that Wamba once saved Cedric's neck. I hear that Baxter is thinking of leaving the federal arena. If he does it is the biggest mistake that was ever made in Canadian politics. Forget about West Hastings. Let the Liberals think of the time when Hon. H. A. McKeweon was beaten by Senator Daniel when ~~the~~ Laurier was in power.

Yours very truly,

R. M. Rive

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FW Murray
Dec 9

House of Commons
Canada

My Dear Arthur - Yours received with the clipping. This letter I had heard mentioned when I was in Yale, & was therefore glad to see it. But I've come to the conclusion that some of you chaps whose backs are thinning on top are envious of us who have hopes yet

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like Laurier, saying
"follow my white
plume"
Someone has said
that you cannot
have nice hair &
genius, but I
expect he was bald-
(or as Chauncey Depew
once said) too
bald, describing
a friend
I am glad that I
have not yet, had
my one attribute

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of Godmothip, tho. I
must admit it
nearly left me off
most Hastings. Wot-
what a wallop! But
to my mind the real
truly reason was
Guss - he went to
the pole once too often -
he overstayed his
welcome.

With very kind wishes
to Mrs Meighen, the
children & yourself
Faithfully
Bob

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052142

279 Charles St.
Belleville. Dec. 15. 1924.

Dear Mr. Meighen

It has been my intention for the past few weeks to write you regarding the unhappy result of our West Hastings election. I have been wondering if anything was left undone which could have been accomplished

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by our Women's Organization. We were only, as an association, formed three weeks prior to the election. Under Mrs. Fallis' splendid direction and supervision our plan of action was mapped out, and although the adverse majority was so great in Belleville, we feel that we did our best, as far as our influence lay in that direction.

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Mrs. Fallis' efficient methods, and splendid talks to us, were a great treat, and I think that she will be able to be with us, when a similar occasion arises, when we are convened. Wish Hastings will again be numbered among the loyal Liberal-Conservative stay-laids.

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We are purposing calling our association together very early in New Year, and leaving no stone unturned in preparation for next election.

May I, on behalf of my husband and myself, wish you the compliments of the season, and the very best of good fortune for 1925.

Believe me, dear Mrs. Meighen, Very sincerely yours.

Ethel S. Clarke Kinney

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Ottawa, December 16, 1924.

Dear Mrs. Kinnear:

Your letter of the 15th instant reached me this morning. West Hastings was a real disappointment I can tell you, but I must admit we were not able to impress upon quite a large proportion of the electors the real significance of Mr. Murdock's conduct, and that very issue lent itself to the raising of counter issues of a reprehensible personal character, in which practice the enemy indulged to an unparalleled extent. There has never, I think, been anything like it. There were hundreds throughout the riding spreading whispers against our candidate and all associated with him which no amount of industry could overtake. The Government set out determined apparently to spend all the money it could. We were well organized and Mr. Porter conducted a gentlemanly and very creditable campaign.

No criticism can be made of the work done by your organization under the direction of Mrs. Fallis. From information received from many sources as well as from my own observation I can say that the work done by that organization

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played no small part in the total vote received by Mr. Porter. Mrs. Fallis indeed is an exceptional woman and very valuable to the Conservative Party. I should have written earlier to thank you and through you the members of the Women's Executive for the loyal and devoted work they performed. We can accept no discouragement, convinced that on the great issues before the country the public mind is rapidly moving in our direction.

Yours very truly,

Mrs. Isobel S. Clarke Kinnear,
279 Charles Street,
Belleville, Ont.

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Ottawa, Dec. 17, 1924.

E.B. Ryckman, Esq., M.P.,
Toronto.

My dear Ryckman:

Guss Porter called me up to-day first with regard to the interview which you were to have with the Attorney General. He stated he had heard nothing since and that material was gathering, as he expressed it, in wholesale quantities. He also brought up the matter of the obligations he is still under to the newspapers, running a little over $1200. most of which is to the Belleville Intelligencer. He says his life is being made miserable with these matters and that he cannot go further himself. He certainly has done a lot himself all right. Please write him on these subjects.

Yours very truly,

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RYCKMAN, DENISON, FOSTER & BEATON
BARRISTERS & SOLICITORS CODY.

E. B. RYCKMAN, K.C., M.P. SHIRLEY DENISON, K.C.
HAROLD W. A. FOSTER W. J. BEATON

CABLE ADDRESS: "RYCKMAN, TORONTO"
TELEPHONES MAIN 961 & 962

TORONTO GENERAL TRUSTS BUILDING
255 BAY STREET
TORONTO, CANADA

18th December, 1924.

PRIVATE.

The Right Honourable Arthur Meighen,
House of Commons,
Ottawa, Canada.

My dear Mr. Meighen:-

Promptly I saw the party whom you asked me to interview and for two reasons, which to me seem conclusive, he was adverse. I shall be glad to tell you what these reasons are when I see you. He suggested that the work could be better done by private detectives. I did not communicate this to Porter, as I shrink from the correspondence method of such discussions.

Regarding the other item, I really do not know what I can do or say. I am not at all a fearful being, nor over-cautious, but I am certainly not going to bring myself within Section 78 sub-sections 3 and 4 of the Dominion Elections Act.

Accordingly, not being able to help, I have not written and if further communication is imperative I would prefer to confer with you personally.

With kindest regards,

Sincerely,

E. B. Ryckman

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Ottawa, Dec. 19, 1924.

E.B. Ryckman, Esq., M.P.,
Toronto General Trusts Bldg.,
Toronto.

Dear Mr. Ryckman:

Thanks for your letter of the 18th. Perhaps it would be possible for you to ask the Intelligencer man not to give Mr. Porter trouble in the meantime.

Yours very truly.

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052 R5 R. 3 Peterboro.

Dec. 26th. 24.

Dear Mr. Meighen-

Well, it was is over and I am still able to sit up and take my pen in hand. I had expected at one time to have written you long ere this - sending you congratulations on the West-Hastings election. But the Fates willed it otherwise. No doubt you were surprised as well as keenly disappointed. I was disappointed but cannot say I was very much surprised when I had been down there only two days, I told my husband that I was very fearful of the result.

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In view of the fact that it will be only a short time until another contest there, I have been wondering whether it would be of any service to you to disclose what I consider some of the main reasons for the defeat. I finally decided that I would write to you and tell you of certain things which I know contributed to the defeat. I know, of course, that anything that comes to you in this way is regarded as entirely confidential and if you do not feel that the facts which I give are of any particular value - simply forget that I ever wrote this letter.

In the first place, I had only been in Belleville a few days when I felt that there was a strong under current in the Conservative party against Mr. Porter. Knowing how extremely popular he had always been and how large a majority he had at the last election, I decided to try and find out the reason for the change. I sent out two or three good scouts - one of them a very capable business woman who came in contact with many women every hour of the day. She sounded all the old staunch Conservative women with whom she came in contact and about 50 per cent. said that they were either not going to vote at all or were voting Hanna. She asked them reasons and the answers

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she received were "we're
tired of being ruled from
Tammany Hall" — we're going
to break the ring, etc — I
questioned Mrs. Porter and she
told me that many of the old
Cons. families were against
Mr. Porter from the beginning
of the campaign and they could
not understand why. It is
not necessary for me to write
this in detail but it is certain
that Mr. P. had — in the last
two years — lost the support
of many old liberals. This was
borne out by the returns on
election day when the highest
majority he received was 26 in
his own ward and in three
of the best residential wards
2 and 4, etc where he formerly
almost swept the poll.

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I noticed that some of the Lordites
new in speaking of it affirmed and
blamed the O.T.A. for the defeat.
I do not think it had any thing
to do with it except that there
were perhaps one hundred or
more votes lost because Mr.
Porter drove voters for the wells.
But I think the inst. vote (Conn)
of Belleville went to Mr. Porter.
It is only against Mr. Ferguson
that they feel resentment.

I do not believe for one moment
that West Hastings is any less
Conservative than it always
was. But it is an absolute
fact that not one of one hundred
who went to the polls voted
either on the Mundock Charges
or the tariff question. It had
in the last few days - simmered
down to a personal battle
between Porter & Hanna and

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the wheeling popularity of Hanna with the masses - carried the day. I am equally sure that it can be won back but only under certain conditions. However, that is not my affair. - I suppose the remedy for local conditions rests largely with local people and I think some of them are beginning to realize what is needed, judging from letters I have received.

But the matter in which I am most vitally concerned is in connection with the woman vote. I feel that there is a great need for greater activity in that direction. Some time ago G.R. Gordon made the statement that the women's vote would swing the next election - in Ontario -. And they are getting right after it now. They have women out now organizing and getting every thing in shape. Of course, I know they have Gov't funds behind them and we can not afford to do what they are doing. But I do think that a great deal of effective work could be done at a small expense if started in time. I did the best I could in Belleville but the start was not made in time. The women were only organized about two days before the lists were closed. As a consequence there were dozens of

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women who were not registered
The workers kept bringing names
here all the time but it was
too late to get them in. The
Union here is alive to that now
and will keep their organ-
ization permanent and see
that it doesn't happen again.
But while it may not happen
here it will happen in
scores of other places where they
are not organized. But it
will not happen among the
Liberals because they are
starting now.

I have mentioned this
matter to Mr. Sergeant and he
agrees with me that it is
very important, and says he
has already mentioned it to
the Dominion Committee.

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Col. Pontbriand was at the Station in B- the morning I was left and he was blessing (?) the women - said it was the women's vote that lost the West Staskings - well, perhaps it was but it won't help matters to further antagonize the women. ~~They~~ The men don't seem to think it worth their while to try and capture that vote and by their attitude are playing right into the Liberals hands. I may see you at Lindsay in January and if so will outline to you a plan I have in mind and get your opinion as to its feasibility.

I have had several letters from the West recently, which contained

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rather cheering news. One report from Weyburn district to the effect that the farmers there were sore at King on question of Grain Commission. One received yesterday from a friend at Yellow Pass who has always been a very Resident Liberal said "If you have any influence at all - do your best to help put King out - If something is not done for the west soon in regard to Freight Rates and Crow's Nest Pass agreement; you may expect to see west separate from East." - etc. I do not know just how wide spread this feeling may be but where there is smoke there is usually fire.

I hope you will see your way clear to come to our meeting at Lindsay. It is the first meeting our district has had since organization and I think they need one good rousing meeting to put a little pep in them and start people working.

I am sure you will not think that I am attempting to dictate or interfere in any way with what perhaps is not my concern. I assume you d

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are actuated by no other
motive that deep loyalty to
my party and sincere
admiration for its leader
Will you accept it in
the spirit in which it
is sent?

Wishing you all the
compliments of the season
I remain
Yours very sincerely
Iva. C. Fallis.

052159

Address
Mrs. Howard Fallis
Peterboro
R.R. 3. Ontario

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052160

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Ottawa, December 31, 1924.

My dear Guss:

I have yours of the 27th December. I thoroughly agree with you. Had already written Toronto asking that instructions be given to at least not bother you about the Intelligencer account. Previous to that my correspondent had referred me to certain sections of the Elections Act which he seemed to be keeping very strictly in mind. I will now write him again about the Intelligencer phase. I am still in about the same boat as you are.

Yours very truly,

E. Guss Porter, Esq., K.C.,
Robertson Block,
219 Front St.,
Belleville, Ont.

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052161

HON. PRESIDENT
THE HONOURABLE MR. JUSTICE ORDE, TORONTO

PRESIDENT
COL. W. N. PONTON, K.C., BELLEVILLE

IMMEDIATE PAST PRESIDENT
F. D. KERR, K.C., PETERBORO

VICE-PRESIDENTS
J. H. SPENCE, K.C., TORONTO
W. S. ORMISTON, ESQ., UXBRIDGE
DANIEL URQUHART, K.C., TORONTO

Ontario Bar Association

ORGANIZED 1906

CHAIRMAN OF COMMITTEE ON LEGAL EDUCATION
R. J. MACLENNAN, K.C., TORONTO

CHAIRMAN OF TARIFF COMMITTEE
H. S. WHITE, K.C., TORONTO

RECORDING SECRETARY
W. R. SALTER, 14 KING ST. E., TORONTO

TREASURER
F. H. BARLOW, 36 TORONTO ST., TORONTO

ARCHIVIST
W. S. HERRINGTON, K.C., NAPANEE

CORRESPONDING SECRETARY
NORMAN A. KEYS, 371 BAY ST., TORONTO

Belleville, Ontario,
January 21, 1925.

Personal.

The Rt. Honourable Arthur Meighen, K.C., M.P.,
House of Commons,
Ottawa.

Dear Mr. Meighen,-

You made the acquaintance when you were in this County both at long distance and at close range, of Mr. Charles Hanna, M.P., but little did you guess that the poetic muse of a future Laureate was lurking in his bosom. An opportunity for the outlet was given however last week, and lest you should be deprived of a perusal of this literary lore I enclose the poem as a whole and also the editorial comments of the Mail and Empire so that you may realize what an accession to the ranks has been secured to the House of Commons from West Hastings. Please keep whichever one you prefer, if you desire to keep any, and return me the other for future use.

I also enclose a clipping from yesterday's Globe. What he states may or may not have a foundation. I know that the alleged interview could not have been here for you left on the morning of the Election, but it may have been elsewhere and may therefore have the merit of a half truth. As reported, it suggests the discomfiture as a local feature. It could be made very interesting for the speaker if he created the whole interview out of the whole cloth.

Some very interesting circumstances have occurred here within the last three weeks especially in connection with the Municipal Elections and some future events in which Liberal-Conservatives have again come into their own in this old County. I am glad to say that my son whom you met when here, has been elected President of the Conservative Association here.

With kind regards,
Yours sincerely,

W. N. Ponton

WNP/GM

(3 Encls.)
The Mail and Empire article was afterwards reproduced, I hear, in the Montreal Gazette.

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052162

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Ottawa, Jan. 22, 1925.

Colonel W.N. Ponton,

Belleville, Ont.

Dear Colonel Ponton:

Many thanks indeed for your letter of the 21st instant which has just reached me, and as well for the clippings with Mr. Hanna's outbursts.

I am indeed glad to know that your son has been elected President of the Conservative Association. I am sure that under his presidency our friends will actively carry on and undoubtedly regain lost ground.

With kindest regards,

Yours very truly,

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052163

HON. PRESIDENT:
MR. W. J. TUPPER, K.C.,
WINNIPEG

PRESIDENT:
MR. N. K. BOYD,
510 SOMERSET BLOCK,
WINNIPEG

SECRETARY:
MR. C. F. MOUNT,
1404 MAIN ST.,
WINNIPEG

Liberal Conservative Association of Manitoba

LEADER:
MAJOR F. G. TAYLOR, D.S.O., K.C., M.L.A.,
DRAWER 1311. PORTAGE LA PRAIRIE.

Portage la Prairie, Man.,
March 16th, 1925.

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The Right Hon. Arthur Meighen, P.C., M.P.,
House of Commons,
Ottawa, Ont.

My dear Arthur :-

I have your letter of the 12th instant about the Spectator. I just have a few minutes now before leaving for a train, and will get Mr. Boyd to write you from Winnipeg and explain the whole situation. We simply had to get rid of the Standard . They were simply sucking our financial life blood, and we could not afford to keep them on, and, too, they published a couple of articles about the Conservative Members of the Provincial Legislature which were anything but complimentary. Perhaps you have some idea of the source from which these articles emanated. Ross and Turnbull are now associated with the Spectator, and a third man by the name of Brittain, who is one of the old directors of the Standard Newspaper, and they have bought the Franklin Ltd. Press of Winnipeg, and we have put up a guarantee for them of $2400.00. They claim that is all they will ever ask us for, but, of course, I fancy they are depending on getting something from you. If you do anything, I think you had better do it through Mr. Boyd, and then there will be no overlapping. I am sorry I have not time to write more to-day . Tomorrow morning I am going to Minnedosa, and will be away from the Legislature all week.

Mr. Boyd and our Conservative Associates here will always control the directorate both of the Franklin Press Ltd. and the limited Company under whose name the Spectator will be published. However, Mr. Boyd's letter will more fully explain, and you are quite safe in doing anything that he recommends.

FGT/D

Yours faithfully,
F.G.T.

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Porter, Butler & Payne
Barristers, Solicitors,
Notaries Public, Etc.
E. Guss Porter, K.C., M.P. E. J. Butler.
Chas. A. Payne.

Drawer 160

052164

Telephone 87

Offices—Robertson Block, 219 Front Street.
Solicitors for the Union Bank of Canada.

Belleville, Ont., 24th March, 1925.
Canada.

Right Honourable Arthur Meighen,
Leader of the Opposition,
House of Commons,
Ottawa, Canada.

My dear Mr. Meighen:-

Quite a sensation has been caused here during the past week or 10 days owing to the circulation in paying Election debts by my opponent at the last Election with $100.00 counterfeit Imperial Bank Bills, one has been traced directly into the pocket of Hanna who owed an Election debt for taxi cab to one man of upwards of $1000.00, and only last week succeeded in obtaining some money for payment on account.

This taxi man's name is Walter Asselstine carrying on business in the City here, and Asselstine took the hundred dollar bill and had it exchanged at the Bank of Montreal here. Shortly after the Bank of Montreal discovered that it was counterfeit and called Asselstine into the Bank where it was put up to him. Asselstine at once left the Bank saying he would go and get the money to redeem it. He went direct to Hanna with the information he obtained at the Bank, and Hanna after some skirmishing around to get the money gave Asselstine $100.00 in good bills, which he took tomthe Bank redeeming the $100.00 bill in the Bank of Montreal, and at Hanna's request brought the $100.00 bill back to him.

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I know three very reliable parties who saw the bill in Hanna's possession. One man says that Hanna told him it was Election money. Of course, we know it was Election money, as Hanna would not be owing Asselstine the liveryman except for Election work.

Since this discovery I have been informed by an Officer of the Imperial Bank, Toronto, that a Mounted Police Officer from Ottawa had been here, and interviewed Hanna, and found the bill on his person. Since then one other hundred dollar bill has turned up in the City, and it has been traced to the same source. Still another hundred dollar bill has been traced through the Bank of Montreal at Stirling, which was also paid out to cover another Election account, and that one so far as we have been able to determine was paid through the Bank of Montreal by the notorious Byron O. Lott in the extreme North part of the County, namely, at Bancroft where you were. Two more of these counterfeit $100.00 bills passed through the Bank of Nova Scotia at that point, that is where Lott spent most of his time during the Election, but I have not been able to get definitely from the Bank who paid the money into the Bank, but he intimates as clearly as one can without saying so, that was the source from which these bills came, I simply smiling at the question and knowingly winking one eye.

The Inspector of the Imperial Bank of Canada, Toronto

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has been here, only on Friday last and owing to the inquiries that have been made here from different persons and at the Police Station, it has become public talk, and everybody is anticipating something further being done in the matter.

The fact above related I am positive of, and the statement can be proven by different reliable persons.

The public is now getting some idea of the length to which our Political Opponents went to carry the West Hastings Election.

The General Manager of the Imerpial Bank told me when here that some $80,000.00 of those bills had escaped detection, and got into circulation. It looks very much as if it had been a wholesale deal on their part.

I thought you would be interested in knowing this, as so far it has been kept out of the newspapers, but Hanna, himself has been in a terrible state of excitement and worry.

I observed from the press that you were giving them a merry dance in the House, and bad as the present Government has been, it seems to be getting worse and worse, and losing more and more of favour with the Country.

We had Capt. Black up with us one evening last week, and he made a very nice address to our Conservative Club.

I am trying to get away to go to Ottawa for a few days

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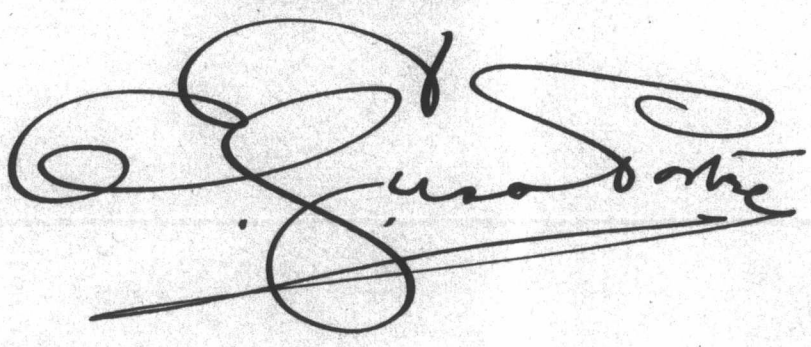
052167

during the Session, and I hope that I will have an opportunity of seeing you.

Yours truly,

EGP-A.



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052168

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Ottawa, March 26, 1925.

E.Guss Porter, Esq.,
Belleville,
Ont.

Dear Guss:

I certainly got an interesting letter from you last night. It seems to me another effort should be made to stir up the provincial Government to look into these frauds. Have you written the Attorney-General? If you could be in Toronto shortly it would be best to call and see him. It really looks as though a huge fraud had been perpetrated and would go unpunished if no one could be got to take an interest. Would you like me to send a copy of your letter to Nickle? Some one who knows the fact really at first hand should see him.

Yours very truly,

I am sending copy of your letter up "Ann"

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Ottawa, March 27, 1925.

Dear Mr. Nickle:

I am taking the liberty of enclosing you copy of a letter received a couple of days ago from Mr. E. Guss Porter. It strikes me as rather unnatural that the Mounted Police should be engaged in this matter. It seems to me to be a provincial concern. Is it not likely that the Mounted Police have been used with a view to keeping the information entirely within the Members of the federal government and to avoid public disclosure. I think this is a case for careful and thorough detective investigation.

Yours very truly,

Hon. W.F. Nickle, M.P.P.,
Attorney-General for Ontario,
Parliament Bldgs.,
Toronto, Ont.

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Porter, Payne & Wills
Barristers, Solicitors,
Notaries Public, Etc.
E. Guss Porter, K.C., Chas. A. Payne.
T. Y. Wills.
Drawer 160 Telephone 87
Offices—Robertson Block, 219 Front Street.
Solicitors for the Union Bank of Canada.

Personal.

Belleville, Ont., 28th March, 1925.
Canada.

The Right Honourable Arthur Meighen,
Leader of the Opposition,
House of Commons,
Ottawa, Canada.

335

My dear Mr. Meighen:-

I have your letter of the 26th, and I have no objection to your sending a copy of my letter or the contents of my letter to Nickle, and I will be able to produce the evidence here to substantiate everything that is contained therein, but I do not think it wise to have proceedings taken in my name publicly for the effect it might have in inducing the public to think that it was just through political spite that the matter was being done. It can be done just as well through a Police Officer or the Mounted Police, and I can furnish them with the evidence without appearing in the matter at all.

I have not placed the matter before the Attorney General at all. In connection with all the frauds that were practised in the late election they were left in the hands of the Toronto Members in your office and surely if they cannot induce the Attorney General to take any action, there is not much use of me trying , but it is a crying shame that these things should be allowed to be perpetrated and go unpunished.

With kindest regards, I am,

EGP-A.

Yours truly,

E. Guss Porter

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052171

OFFICE OF
THE PRIME MINISTER & PRESIDENT OF THE COUNCIL
ONTARIO

TORONTO,
APR. 17,
1 9 2 5.

My dear Meighen:

Mr. Nickle has shown me your letter re Hastings, with the enclosure. I expect to be in Ottawa within the next fortnight, and if you remind me I should like to talk this over with you.

Yours sincerely,

E C Ferguson

Rt. Hon. Arthur Meighen,
Ottawa, Ont.

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052172

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Ottawa, Apr. 20, 1925.

Honourable G. Howard Ferguson,
Prime Minister of Ontario,
Ottawa.

My dear Howard:

Yours of the 17th reached me this morning. I expect to be here continuously and am anxious to see you.

Yours very truly,

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052173

PERSONAL

ONTARIO

LEGISLATIVE ASSEMBLY

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TORONTO, May 27th, 1925.

Hon. Arthur Meighen, M.P.,
House of Commons,
OTTAWA.

Dear Mr. Meighen:-

I have yours before me of May 20th. Unfortunately, immediately after Mr. Thompson's funeral, I had to go to London and did not get home until Saturday night, and find it impossible to get to Ottawa this week. However, before I left Madoc from the funeral, I asked some of our people to go and take it up with the Executive who had called the Convention for North Hastings for the 10th originally, and afterwards put if off until the 17th. Enclosed you will find letter from George West, with whom I had taken the matter up in Madoc, who is one of the Executive, and also one from Mr. R.A.Elliott, of Deloro, who is the Secretary of the Executive. You will notice the view expressed by Mr. Elliott.

cannot locate must have been written by hand

I cannot impress upon you too strongly the fact that no Convention should be held either in South Hastings nor North Hastings, as they are, under the new Redistribution, until a final decision is reached as to whether a By-Election will be held in old East Hastings or not. I have been loath to interfere myself, and yesterday I called up Mr. Clysdale, who is the Conservative Organizer here, thinking to send him down to interview those people, but found that he was confined to his house.

There is no question in my mind as I see the situation at present, but what we could win in old East Hastings if no candidates were allowed to be selected either for the South or the

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ONTARIO

LEGISLATIVE ASSEMBLY

North until after the By-Election would be held, but owing to uncertainties, I would not court the contest if I were you, as you know what happened in West Hastings, and ithas given the Government enough encouragement that they will make a most determined attack upon the Riding if it is now opened for a By-Election and we should not take any unnecessary risks that it is possible at all to avoid. I need not tell you that I feel keenly interested in your success. I am speaking to you from my personal knowledge of the situation, realizing the danger of you personally interfering, and yet I say I cannot emphacize too strongly the fact that the Convention now set for the 17th of June in North Hastings, should be called off.

I am writing Mr. West again today, pointing out that South Hastings will hold off their Convention and that North Hastings should, in all fairness, do the same. If there is anything further that you have to suggest for me to do, kindly let me know. Throughout the week I am always in Toronto, spending the week-ends at home at Stirling.

Yours truly,

J R Cooke

Encl.

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052175

COPY

Madoc, Ont., May 23rd, 1925.

Hon. J.R.Cooke, M.P.P.,
Toronto, Ont.

Dear Sir:-

Following up our conversation in the store the other night, I got in touch with Fred Curry, W.J.Hill and T. Burnside, and we went to Deloro the next morning and explained the whole thing to Mr. Elliott and by the enclosed letter you can see he got in touch with his friends and their views on the matter.

The boys thought it was best to enclose this letter and perhaps you could suggest something else or perhaps you could get in touch with Mr. Tolmie, the organizer, and have him suggest what would be our best steps. Kindly return the letter as I might need it later.

Yours truly,
(Sgd) George West.

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C O P Y

052176

Deloro, Ont.,
May 21, 1925.

Mr. George West,
Madoc, Ont.

Dear George:-

I went to Havelock yesterday afternoon and met Messrs Squire, Lancaster, Airhart, Baskin and Matt. Elliott, the last named being secretary of the East Peterboro Association.

We discussed very fully the whole situation bothas regards the New Riding and the Conservative Party in general. They all appreciated the position that you men are in as regards East Hastings and a possible By-election but it seemed to be their opinion that as regards Hastings-Peterboro Convention that things had gone too far to consider any postponment and thought that any assistance should come from South Hastings where you apparently have at least one man who is after the South Hastings nomination and is now a resident of South Hastings and of the present East Hastings Riding, and that a special effort should be made by you to hold back, if possible, the convention for South Hastings, so that your man who would have to contest the By-election would also be able to come before the South Hastings Convention.

If there is anything further that I can do kindly let me know and if you decide to have a get-together-meeting I should be very glad to be present.

Yours very truly,

(Sgd) R.A.Elliott.

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Sir 135

052177

I am writing you in regards to the Home Bank as I am one of the unfortunate ones I ask you as one of Your Voters to help us all you can, I am up against it am married with Wife 2 Children & a Mother to support & am a returned soldier wounded twice, I have all my war gratuity & life savings in the Bank & I guess there are thousands like me. Sir again I ask you help me, Sir I ~~have~~ am a Canadian Soldier, & Wish you all success.

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House of Commons
Canada

N
135

Dear Dr. Meighen

I have dictated to my Stenographer (at home private) the enclosed as a word. The way I intend to present this Matter. Last if you please & make any suggestion that may occur to you

F.S.P.

Return please

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052179

Memorandum 135

With reference to the following extracts from Hansard, being interruptions by Hons E.M. Macdonald and Hon J.A. Robb in the course of your speech when the Home Bank matter was under discussion on March 27:

Mr. Roberts, Secretary of the Department of Finance when giving evidence before the McKenna Commission on Apl 16, 1923, produced documents from the official files of the Department which show that the above quotations are not in accordance with the facts.

Mr. James Fisher's original communication to the then Minister of Finance - consisting of some forty-two exhibits - ~~but~~ ~~containing~~ with regard to the alleged unsatisfactory condition of the bank ~~and~~ ~~here on it~~ was put on the official file ~~from it~~ at the time of the receipt by Sir Thomas White (see Mr Roberts evidence page 111)

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052180

This Communication from Mr Fisher – on behalf the Western Directors consisted of:

Exhibit 2 – ~~Copy of~~ Memorandum dated 22 Jan 1916 re Prudential Trust Loan showing unsatisfactory condition & Efforts made by Western directors to secure a betterment.

Exhibit 3 – Memorandum dated 22 Jan 1916 re Barnard Loan complaining that an intelligent explanation could not be obtained from the Bank management.

Exhibit 4 – Statement ~~of~~ dated 11 Sept 1915 re Barnard, Prudential Trust, A.E. Frost Coy. Pellatt & Pellatt

Exhibit 5 – Memo re Home Bank of Canada setting forth dissatisfaction of Western Directors, by Jas Fisher dated 22 Jan 1916.

Exhibit 6, 7, 8, 9 – Correspondence between the Western Directors & Genl Manager Mason re Barnard account & resignation of Mr. Goderham relative to Mr. Barnard as Director, no 6. Jan 15/16, no 7 Jan 15, 1916, no 8, Jan 12/16, no 9 Jan 18/16

Exhibit 10, 11, 12 – Correspondence between John Kennedy (Western Director) and A.E. MacDonell re genl unsatisfactory Home Bank affairs.

Exhibit 13, ~~#14, 15, 16, 17~~ Genl Manager to J. A. Cera resignation of Mr. Goderham

Exhibit 14 Western directors to James Mason asking revaluation of Bank's assets (5 Nov 1915)

15 – John Persse to James Mason re Bank's condition and Western directors not being consulted (Dec –)

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Exhibit 16/17 Correspondence between Jas Mason & Jaffrey re resignation of C.B. McNaught and election of Mr. Haney (31 Dec 1915 and Jan 6/16)

Exhibit 18 - Note signed JF as follows (see page 34) undated, quote "

Exhibit 19 - Jas. Mason to Jaffrey re Prudential Trust re Mr. Anglin to go to New Orleans and re Port McNeil & Malahat timber limits (Nov 18/15)

20 - Letter A C Macdonell to Col Mason re New Orleans Rly matter (Nov 12/15)

21. ~~Mr Anglin~~ Jas Mason to Jaffrey re Mr Adair & Mr Anglin going to New Orleans. (Nov 20/15)

22. Jas Mason to Jaffrey re Prudential Trust and FOST limits (Nov 23/15)

23, 24 - ~~Letters~~ Correspondence between Western Directors & Col. Mason - Prudential Trust Loan & New Orleans matters (Nov 30/15 & Dec 3/15)

25. ~~26~~ Western Directors to Col Mason re Prudential Trust. (Dec 10/15)

26 - Memorandum accompanying Exhibit 25 re Prudential Trust & Adair report. (asking for further information)

27 - Mason to Carey re Meighen letters Prudential Trust Loan (9 Dec/15)

28 - Mason to Carey - Prudential Trust, Carrol Note - holding of meeting (10 Dec/15)

29 - Mason to Carey - Prudential Trust & New Orleans (Dec 8/15)

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Exhibit 30 - Crera to Mason - Prudential Trust Loan. saying still unable to comprehend situation & asking explanation. (Dec 17/15)

31 - Mason to Crera - Prudential Trust Loan (Dec 24/15)

32 Mason to Crera (Jan 12/16) Goodenham resignation & election of Haney.
Haney & Barnard going to New Orleans investigate - Prudential Trust.

33 Mason to Crera - Prudential Trust. Jan 17/16

34 Inspection Report, July 21, 1915 by John Adair.

35 - Statement re Frost indebtedness Sept 11, 1915

36 - Copy of Promissory note Jan 1/15 $50,000 New Orleans & Western Ry Co

37 - Merrick, Genaler & Schwartz to AW Anglin (27 Nov/15) re Carrol note

38 - Merrick, Genaler & Schwartz to AW Anglin (26 Nov/15) New Orleans & Ship Island Railroad.

39 - John Adair to Genl Mgr (30 Nov/15) report New Orleans visit.

40 - AW Anglin to Mason report on New Orleans situation (30 Nov/15)

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41 - Awaughi to Mason re Hosdes & Bagnall
Prudential Trust (Dec 2/15)

42 - Statement encl with Exhibit 41

All the above were sent to the then Minister of Finance by Mr Fisher as supplementary to his memorandum of 22 Jan/16 and went on the official file of the Dept and accordingly available to any succeeding minister.

E Then follows Sir Thos. White's correspondence acting on the appeal representations made to him by Mr. Fisher.

Exhibit 43 - Sir Thos White to Col Mason asking for the history of
① Prudential Trust Co $500,000.
② Pellatt v Pellatt $2000,000
③ Frost Co $1.700.000
dated 24 Jan/16

44 - Mason to Sir Thos. White, promising to get information. (25 Jan/16)

45 - Sir Thos White to Mason (26/1/24) re time limit for information

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46 - Sir Thos White to Sydney H. Jones encl copy of letter to Mason (26/Jan/16)

47 - acknowledgement from Jones to Sir Thos White (26 Jan/16)

48 - Sir Thos White acknowledging Fisher communication. (26 Jan/16)

49 - Mason to Sir Thos White re meetings of Board. Feb 1/16

50 - Sir Thos White to Mason - re date for information (2 Feb/16)

51 - memo by Sir Thos White of interview with Haney & Barnard (2 Feb/16)

52 - Letter from Jas Fisher to Sir Thos White re Home Bank situation. (18 Feb/16)

53 - Jas Fisher to Sir Thos White re investigation into Home Bank.

54 - Sir Thos White to Jas Fisher re Home Bank condition. (21 Feb/16)

55 - Sir Thos White to Jas Fisher re memoranda received from Pellatt & Pellatt, Frost Coy & Prudential, Carson and Haney going to B.C.

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56 – Sir Thos. White to Mr Lash (re 052 Feb 8/16) re investigation into Banks affairs.

57 – Fisher to Sir Thos White (re Feb /16) entirely satisfied Sir Thos' action in the best interests of Bank. Acknowledged by Sir Thos. White (28 Feb/16) Exhibit 58

59 Sir Thos White to Sydney R Jones (24 Feb/16) re detailed information Frost account.

60, 61 – S. R Jones to Sir Thos White (~~Saturday~~ March 1/16) enclosing details of ~~account~~ Frost account and acknowledgement by Sir Thos White (3 March/16)

63 Mason to Sir Thos White enclosing ~~papers~~ and documents

① Re Pellatt & Pellatt

② Re Alex Frost Company

③ Prudential Trust Co.

~~see page 93~~

see pages 93 – 109

The so-called Private file belonging to Sir Thos White Mr Roberts states (see page 113) were never in the official file but they – with the one exception of Mr Bracheffie's letter of Aug 29/14 – ~~show~~ are to the effect that an improvement is taking place. It ~~would~~ seems all the information as to the alleged unsatisfactory

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Condition of the Bank was on 052186
the ~~official file~~ ~~Dep~~ departments file
and available to this government.

Attached hereto are
(1) copy of Mr. Roberts evidence.
(2) Telegram article of Apl 23/24

July 17/24

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135

052187

MEMORANDUM.

With reference to the following extracts from Hansard, being interruptions by Hon. E.M. Macdonald and Hon. J.A. Robb in the course of your speech when the Home Bank matter was under discussion on March 27th, 1924.

Page 808 Mr. MACDONALD (Pictou): Does the right hon gentleman mean to say that this government got the complaint that was made to Sir Thomas White in 1916? All I have to say is that there was no such record in the department.

Page 811 Mr. ROBB: "We have copies that were discovered in the Home Bank file of certain letters that were sent out. We have not copies of the letters that came down to Sir Thomas White."

Mr. Roberts, Secretary of the Department of Finance, when giving evidence before the McKeown Commission on April 18, 1924, produced documents from the official files of the Department which show that the above quotations are not in accordance with the facts.

Mr. James Fisher's original communication to the then Minister of Finance - consisting of some forty-two exhibits - with regard to the alleged unsatisfactory condition of the bank, was put on the official file at the time of the receipt by Sir Thomas White (See Mr. Roberts evidence page 111) This communication from Mr. Fisher - on behalf of the Western Directors consisted of:

Exhibit 2 - Memorandum dated 22 Jan., 1916, re: Prudential Trust Loan showing unsatisfactory condition of efforts made by Western directors to secure a betterment.

Exhibit 3 - Memorandum, dated 22 Jan., 1916, re: Barnard Loan, complaining that an intelligent explanation could not be obtained from the Bank Management.

Exhibit 4 - Statement, dated 11 Sept., 1916, re: Barnard, Prudential Trust, A.C. Frost Coy., Pellatt and Pellatt.

Exhibit 5 - Memorandum re: Home Bank of Canada setting forth dissatisfaction of Western Directors, by Jas Fisher, dated 22 Jan. 1916.

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Exhibits 6,7,8,9. Correspondence between the Western Directors and General Manager Mason re: Barnard account and resignation of Mr. Gooderham and election of Mr. Barnard as Director. No. 6, Jan 15/16; No. 7 Jan 15/16; No. 8, Jan 12/16; No. 9, Jan 18, 1916.

Exhibits 10, 11,12.- Correspondence between John Persee, T.A. Crerar, & John Kennedy (Western Directors) and A.C. Macdonald re: general unsatisfactory Home Bank affair.

Exhibit 13 - General Manager to T.A. Crerar, re: resignation of Mr. Gooderham.

Exhibit 14 - Western directors to James Mason, asking re-valuation of Bank's assets (5 Nov. 1915).

Exhibit 15 - John Persee to James Mason re: Bank's condition and Western directors not being consulted (dec - 9

Exhibit 17 - Correspondence between Jas Mason and T.A. Crerar, resignation of C.B. McNaught and election of Mr. Haney (31 Dec. 1915) and Jan 6/16.

Exhibit 18 - Note signed J.F. as follows (see page 34) undated: "See copy of letter of 5th January, 1916, from the general manager to Mr. Crerar and copy of Mr. Crerar's reply of 15th January, and also copy of general manager's letter to Mr. Crerar of 12th January, all in the accompanying memorandum respecting the Prudential loan. These show the resignation of Mr. Gooderham and Mr. Barnard's election J.F."

Exhibit 19 - Jas. Mason to T.A. Crerar re: Prudential Trust re: Mr. Anglin to go to New Orleans and re: Port McNeil and Malabert timber limits, dated Nov. 18/15.

Exhibit 20 - Letter A.C. Macdonell to Col Mason re: New Orleans Rly matter (Nov 12/15)

Exhibit 21 - Jas Mason to T.A. Crerar, Mr. Adair and Mr. Anglin going to New Orleans. (Nov 20/15)

Exhibit 22 - Jas. Mason to T.A. Crerar re: Prudential Trust and Frost limits (Nov.23/15)

Exhibits 23,24- Correspondence between Western Directors and Col. Mason - Prudential Trust Loan and New Orleans matter (Nov 2 0/15 and Dec 3/15)

Exhibit 25 Western directors to Col Mason re: Prudential trust (Dec10/15.)

Exhibit 26 Memorandum accompanying Exhibit 25 re: Prudential Trust and Adair report, asking for further information.

Exhibit 27 Mason to Crerar - Re: Merrick letters Prudential Trust Loan (9th of December 1915)

Exhibit 28 Mason to Crerar - Prudential Trust, Carrol Note, holding of meeting (10 Dec 15)

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Exhibit 29 - Mason to Crerar - Prudential Trust & New Orleans (Dec 8-15)

" 30 - Crerar to Mason - Prudential Trust Loan, saying still unable to comprehend situation & asking explanation. (Dec. 17-15)

" 31 - Mason to Crerar - Prudential Trust Loan (Dec.24-15)

" 32 - Mason to Crerar (Jan 12-16) Gooderham resignation and election of Haney; Haney & Barnard going to New Orleans investigate - Prudential Trust.

" 33 - Mason to Crerar - Prudential Trust (Jan 17-16)

" 34 - Inspection report, July 31, 1915 by John Adair.

" 35 - Statement re: Frost indebtedness (Sept 11-1915)

" 36 - Copy of Promissory note Jan 1-15 - $50,000 , New Orleans and Western Rly Coy.

" 37 - Merrick, Gensler & Schwartz to A.W. Anglin (27 Nov 15) re: Carrol note.

" 38 - Merrick, Gensler & Schwartz to A.W. Anglin (26 May 15) and Ship Island Railroad.

" 39 - John Adair to General Manager (30 Nov. 15) report New Orleans visit.

" 40 A.W. Anglin to Mason report on New Orleans situation (30 Nov-15)

" 41 A.W. Anglin to Mason re: Home Bank & Prudential Trust (Dec 2-15)

" 42 Statement encl. with exhibit 41.

All the above were sent to the then Minister of Finance by Mr. Fisher as supplementary to his memorandum of 22nd January 1916. and went on the official files of the Department and accordingly available to any succeeding minister.

Then follows Sir Thos. White's correspondence acting on the official representations made to him by Mr. Fisher.

Exhibit 43 - Sir Thos White to General Mason asking for the history of
(1) Prudential Trust Co. $500,000.
(2) Pellatt and Pelatt 2,000,000.
(3) Frost Co (dated 24 Jan-16) $1,700,000.

" 44 Mason to Sir Thos White, promising to get information (25 Jan-16)

" 45 Sir Thos White to Mason (26-1-24) re: time limit for information.

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Exhibit 46 - Sir Thos. White to Sydney H. Jones, encl. copy of letter to Mason (24Jan 1916)

" 47 - Acknowledgment from Jones to Sir Thos White (26 Jan 16)

" 48 - Sir Thos. White acknowledging Fisher Communication (24 Jan. 16)

" 49 - Mason to Sir Thos White re: Meetings of Board (Feb 1/16)

" 50 - Sir Thos White to Mason - re: date information (2 Feb/16)

" 51 - Memo by Sir Thos White of interview with Harvey & Barnard (2 Feb. 16)

" 52 - Letter from Jas Fisher to Sir Thos White re: Home Bank situation (18 Feb. 16)

" 53 - Jas. Fisher to Sir Thos White re: investigation into Home Bank. (Feb 21, 1916)

" 54 Sir Thos White to Jas Fisher re: Home Bank condition (21 Feb/16)

" 55 Sir Thos White to Jas Fisher re memorandum received on Pellatt and Pellatt, Frost Coy & Prudential. Crerar and Haney going to B.C.

" 56 Sir Thos White to Mr. Lash (24 Feb. 1916) re: investigation into Banks affairs.

" 57 Fisher to Sir Thos. White (24 Feb. 1916) entirely satisfied Sir Thos' action in the best interests of Bank. Acknowledged by Sir Thos. White (28 Feb. 1916) Exhibit 58.

" 59 Sir Thos White to Sydney H. Jones (24 Feb. 1916) re: detailed information Frost account.

" 60, 61-62 - S.H. Jones to Sir Thos White (Feb. 26/16 - Mar 1/16) enclosing details of Frost account and acknowledgment by Sir Thos White (3 Mar. 16)

" 63 Mason to Sir Thos. White enclosing papers and documents.
(1) Re: Pellatt & Pellatt.
(2) Re: A.E. Frost Company.
(3) Prudential Trust Co.

see pages 93 - 109.

The so called Private files belonging to Sir Thos White, Mr. Roberts states (see page 113) were never on the official files, but they - with the one exception of Mr. Machaffie's letter of Aug 29-16 - are to the effect that an improvement is taking place. It seems all the information as to the alleged unsatisfactory condition of the Bank was on the departments files and available to the government.

Attached hereto are:
(1) Copy of Mr. Robert's evidence.
(2) Telegram article of April 23/24.

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Copy 135

Pages 808 Hansard - March 27, 1924.

Mr. MACDONALD (Pictou) Does the right hon gentleman mean to say that this government got the complaint that was made to Sir Thomas White in 1918? All I have to say is that there was no such record in the department.

Page 811, Hansard March 27, 1924.

Mr. ROBB: We have copies that were discovered in the Home Bank file of certain letters that were sent out. We have not copies of the letters that came down to Sir Thomas White.

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of the floors in question by the Customs & Excise Department, was passed on the first of February, 1926, and, on the 6th of that month, the Rt. Hon. the Minister of Railways & Canals was notified that the purchase would be completed on or about the 10th of February, 1926.

On the 9th of February, 1926, the Rt. Hon. the Minister, by letter, terminated the original contract.

On the 9th of February, 1926, the Executive of the Canadian National Railways, at a meeting held in Montreal, passed a resolution purporting to reduce the number of floors to be rented by the Canadian National Railways from the ground floor and three additional floors, to the ground floor and one additional floor.

After the contract was entered into, the property known as the Home Bank property, was purchased for the purpose of carrying out the contract at the price of $500,000.00 and subsequently a contract was entered into with Anglin Norcross, Limited, for the construction of the building.

By the 22nd of January, 1926, $150,000.00 had been expended including payment on the purchase price of the Home Bank building, and $25,000.00 had been paid on account of the purchase of the property from the Crown, and a very considerable sum had been expended in examination of titles, preparation of plans, and other necessary expenses.

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A 135

052193

Memorandum: Mr. Meighen.

I hear from Sam Jacobs that tomorrow Gordon, the Deputy Speaker, is going to come before the Privileges and Elections Committee and swear that he informed Murdock about the 10th or 12th of August of the impending failure of the Home Bank. He has got dates and other data all fixed up and they are boasting that this evidence will be decisive as a whitewash.

H.H. Stevens.

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052194

1350

Ottawa, February 1, 1924.

My dear Mr. Rutledge:

I have your letter of the 23rd ultimo and have noted carefully what you say with reference to the position of the Home Bank depositors and duty of Government in relation thereto. This Bank failure, like all others, has been most distressing. Also, I am quite aware that the town of Fernie is, perhaps, the hardest hit of all and that the suffering entailed in that locality is simply appalling. I have never heard all the facts yet thoroughly established, but it seems to me, to justify the Government taking care of depositors who have lost, it would need to be shown that their loss was to, in some way, to failure or error on the part of the Government. Otherwise, we would have to take care of all who lose money on any legitimate investments. I intend, though, to approach the matter in a spirit of absolute fairness and, having learned the facts thoroughly, and on the history of the matter, to do what I believe to be right and constitute a sound precendent for the future. Certainly,

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whatever position I take I will stand solidly by, whether in Opposition or, later, in power. The responsibility, of course, is now upon the Government.

Yours very truly,

J. W. Rutledge, Esquire,
Cranbrook, B.C.

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Cranbrook, B. C., January 23rd, 1924.

The Right Honourable Arthur Meighen,
Leader of the Opposition,
Parliament Buildings,
Ottawa, Canada.

Dear Mr. Meighen:

We have been very much interested in the different bye-elections in the Far East and very much pleased with the results. We have also been interested in the attempts made by the Liberals to strengthen their party from the Progressive ranks, which looks rather improbable if they wish to retain a solid Quebec.

In East Kootenay constituency, which is represented by the Hon. Doctor King, we believe it possible to retrieve the seat for the Conservatives at the next election even with Doctor King and his Portfolio of Minister of Public Works opposing us. He visited Cranbrook during the Holiday Season and since his return prominent Conservatives have been approached by Liberal agents to ascertain whether or not it would be agreeable to give the Doctor this seat by acclamation, something, I may say, will never happen.

In Fernie local constituency, which forms part of the Federal constituency and which has always been a difficult section to handle owing to the big coal mines being located there and Labor or Progressive candidates cutting in to our support. In that part, the Home Bank failure

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#2. Rt. Hon. Arthur Meighen.

is one of the most vital questions before them as the Fernie branch of that bank did a flourishing business with them workmen. The general feeling among businessmen, both in this City and Fernie, is that the Government should , under the peculiar circumstances,of the case and also in view of the fact that the Government of Canada in the past came to the aid of the Canadian Bank of Commerce and the Companies now constituting the National Railways System of Canada, come to the aid of the Home Bank depositors especially considering that millions of dollars were advanced in the two cases cited. This action would seem imperative in the interests of maintaining the credit and good name of the Canadian Banking system within and without Canada. An advance by the Federal Government of sufficient money to fully cover the claims of the depositors'and taking over the administration of the bank's assets would be very greatly appreciated. By this proceedure the depositors would be protected, while the assets through a slow liquidation by the Government will produce a larger fund than if liquidated by the hasty and expensive system following an enforced bankruptcy.

We think that if you can see your way clear to suggest this action - and we feel that you can do it in a manner which will bring credit to yourself and party which you lead - you will gain tremendous numbers of votes throughout Canada, particularly in the districts where the bank's branches were located and, on the other hand, would lose no votes by such action. In other words, are you in favor of this course and can you adopt it in such a way as to bring

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credit to yourself and the party, From what we can gather here, the Government was and is afraid to tackle the question and to pay a few millions to protect the good name of our banking system although the expenditure would bring relief to thousands of ruined depositors. I would very much appreciate your views about this bank business and, if it can be at all favorable, it will put us in a position where we will be assured of victory.

I am making these suggestions to you because I am particularly interested in the district around Fernie and the balance of the East Kootenay Federal riding in which my name is being widely mentioned as a possible candidate at the next election.

Our local executive has for some considerable time past felt that a Dominion Election is in the offing. Though a long way from Ottawa, we come to this conclusion from the consideration of the following political facts:

1. The Government is in a minority;
2. It has lost two recent bye-elections, Kent showing that the French population has forgotten the Laurier traditions and the Conscription bugaboo. (Do you not think that Kent spoke largely for Quebec?)
3. The fact that the Progressive Party is at the end of it's rope, as witnessed in the Ontario election and the Liguoravotes of Manitoba and Alberta.
4. From the fact that the Government has lost two of it's stongest members

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#4. Rt. Hon. Arthur Meighen.

If you consider these suggestion of mine to have any merit, I would greatly appreciate having your views and whether or not you feel yourself safe to now express your views with regard to the Government assuming the liabilities of the Home Bank which particularly concern the depositors.

I have not been down to Portage la Prairie for some time but hear from my sister, Mrs. Trimble, and Fred occassionally.

I look for our old friend, Major F. G. Taylor, to become Premier of Manitoba at the first opportunity.

Hoping this long epistle will not bore you and assuring that it is inspired by the anxiety of myself and other interested Conservatives to get your views on this question for some time, I beg to remain,

Yours very truly,

J. W. Rutledge

JWR-JASM-

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052200

135

Ottawa, February 2, 1934.

Dear Mr. Weldon:

I have your letter of the 29th. Will be indeed glad to see you at Ottawa. I expect to be here continuously now but cannot fix a date a week ahead and make it final because, possibly, I may be going South. I will, however, append to the foot of this letter the best suggestion I can make as to appointment.

Yours very truly,

I. E. Weldon, Esquire,
The Home Bank of Canada,
Toronto, Ontario.

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052201

The Home Bank of Canada

OFFICE OF THE GENERAL MANAGER

Toronto

January 29th 1924

Rt. Hon. Arthur Meighen K.C.,M.P.,
O t t a w a, Ont.

Dear Sir:-

PERSONAL

As soon as the Session opens, you of course, will be exceedingly busy.

It may be in order for me to explain that I had charge of the Farmers Bank Bill and was the solicitor for the depositors of that Bank, when this matter was before Parliament from 1911 to 1914.

I have been interested in this Home Bank matter from the date the Bank failed, until the time I was appointed an associate liquidator with Mr. Clarkson. As I informed you in Ottawa the other day, I have always been conservative in politics, having been secretary of the Liberal Conservative Association of Victoria, Haliburton, for eighteen years. My first and last duty should be to the depositors of the Home Bank. If I can however, possibly be of any assistance to my old friends of the Farmers Bank, I am more than willing to assist them in any way not incompatible with the proper carrying out of my duties to the depositors of the Home Bank. At the same time, I would very much like to be of benefit to my party, if I can do so having due regard to the interests of my clients. With all due modesty, I think I can be of very good assistance at this juncture to the Conservative Party.

I would like to have a half hour with you before the Session opens. If you could give me an appointment, I will come down and talk the matter over shortly with you. As I have a number of appointments made ahead, if the above meets with your approval, I will be obliged if you will let me know a week in advance of any appointment that you may see fit to grant me.

Yours sincerely,

I. E. Weedon

IEW/KL

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052202

135

The Home Bank of Canada

OFFICE OF THE GENERAL MANAGER

Toronto

February 4th 1924

Rt. Hon. Arthur Meighen M.P. K.C.

O t t a w a , Ont.

Dear Sir:-

Personal

I beg to acknowledge receipt of your favour of the 2nd instant for which I thank you. I will accordingly call and see you at 12.15 P.M. on Thursday next the 7th instant.

Again thanking you,

I am,

Yours truly,

J. E. Wesson

IEW/KL

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052203

135

Ottawa, February 5, 1934.

Dear Sir;

I beg to acknowledge your letter of the 1st instant with enclosures of resolutions regarding the Home Bank. I can assure you that same will have my most careful consideration.

Yours very truly,

W. G. Ross, Esquire,
Pres. Sask. Home Bank Depositors Assoc.,
Moose Jaw, Saskatchewan.

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052204

Moose Jaw, Sask.

Feb. 1st. 1924

Right Hon. Arthur Meighen,

Ottawa, Canada.

Dear Sir:

I beg to enclose herewith for your consideration copies of two resolutions passed at the general meeting of the Home Bank depositors in the Province of Saskatchewan, held in the City of Moose Jaw, on the 24th of January last.

I trust that when the matter of relief for the depositors of the Home Bank throughout the Dominion of Canada comes before you at the next Session of Parliament, that this matter will receive your earnest and sympathetic support.

Yours very truly,

.....
President, Sask. Home Bank Depositors Association.

WGR/EM.

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POOR
COPY

052205

WHEREAS it is desirable that the depositors of the Home Bank in the Province of Saskatchewan do now form a permanent organization for the purpose of protecting their interests during the process of the liquidation of the Bank.

BE IT THEREFORE RESOLVED that those present at this meeting, and all others who may later join the Association be known as the Home Bank Depositors Association of the Province of Saskatchewan.

AND BE IT FURTHER RESOLVED that the officers of the Association consist of the following:

President,
Vice-President,
Secretary and
Treasurer.

and an Executive consisting of eleven other members, six of which will constitute a quorum.

AND BE IT FURTHER RESOLVED that said officers shall hold office for one year from this date, and until their successors are appointed.

BE IT FURTHER RESOLVED that the officers be elected at this meeting and that these officers call an annual meeting in each year, at which annual meeting the officers for the succeeding year shall be appointed.

AND BE IT FURTHER RESOLVED that the duties of the officers of the Association shall be :

1. To do all things in their power to induce the Government of Canada and the Governments of the Provinces to do whatever may be possible to assist the Liquidators in getting the best possible results for the depositors and shareholders, either by

   (a) Direct Governmental assistance.

   (b) The waiving of Governmental priorities.

   (c) The repayment of the gross amount of Income Tax paid illegally by the Directors of the Bank.

   (d) Recovery from those responsible for the downfall of the Bank of everything possible to collect.

2. By organizing as completely as possible all of the depositors in the Province, so as to form a Provincial Association powerful enough to impress upon the representatives of the people the need for immediate action to relieve the distress caused by the failure of the Bank.

CARRIED.

RESOLUTION 2.

WHEREAS, the depositors of the Home Bank of Canada since the suspension of the Bank, have been led to believe that the Bank was not a solvent institution at the time it received its Charter from the Government of Canada, and that on various occasions since the year 1914 the Finance Department of the Government of Canada was made aware of the precarious financial [illegible]itions of the said Bank.

AND WHEREAS such conditions exist[illegible] the date of [illegible]f the Bank and the directors [illegible] the

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052206

said Bank were allowed to carry on and take large and increasing sums of money from Depositors and many new deposit accounts were opened during the said period, thereby increasing the Bank's liabilities whilst its assets dimished proportionately.

AND WHEREAS the Minister of Finance of the Government of Canada has authority under Section 56 of the Bank Act to appoint a special auditor under such circumstances and omitted so to do and by reason thereof the aforesaid conditions were allowed to continue whereby the depositors lost large sums of money.

AND WHEREAS one of the ex-Finance Ministers of Canada has since, by a statement made and published by him, admitted that he knew of the insolvent conditions of the Bank, and has claimed as a defence that to have interfered with the operation of the Bank at that time would have created national calamity.

THEREFORE BE IT RESOLVED that the depositors of the Home Bank of Canada in the Province of Saskatchewan, feel that they are justly entitled to receive full indemnity from the Government of Canada and that the Government take over the assets, of the defunct Bank and pay the depositors 100 cents on the dollar.

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Prime Minister of Canada, the Rt. Hon. W.L. McKenzie King, the Actg. Minister of Finance, and all members of Parliament and Senators from the Province of Saskatchewan.

CARRIED.

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TOWN OF SINTALUTA

052207

SECRETARY-TREASURER'S
OFFICE

SINTALUTA, SASK., Feby.5th /24 192

Hon. Arthur Meighen
Ottawa

Dear Sir:-

I enclose herewith copy of a resolution passed by the Council of the Town of Sintaluta.

Yours truly,
Town of SINTALUTA,
E.E. Mitchell
Sec'y-Treas.

FEB 11 Recd

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TOWN OF SINTALUTA 052208

SECRETARY-TREASURER'S
OFFICE

SINTALUTA, SASK., _____ 192

RESOLUTION.

WHEREAS the Home Bank of Canada had on deposit at its various Branches throughout the Province of Saskatchewan,at the time of its suspension,much money,which was mainly the property of persons of narrow means,Moose Jaw for example had deposits aggregating $ 245,000.00 and even the residents of the little town of Sintaluta and vicinity had over $ 80,000.00 on deposit.

AND WHEREAS the suspension and subsequent insolvency of the said Bank has caused,and is causing serious hardship to many people.

AND WHEREAS this council is led to believe that the insolvent condition of the Bank was known to the Goverment for many years,and that it was allowed to continue business because its closing might have occasioned a serious crisis in more difficult times.

AND BE IT THEREFOR RESOLVED that this council do hereby respect-fully request the Goverment of Canada to take whatever action may be necessary to insure the depositors full payment of their deposits.

AND BE THEREFOR FURTHER RESOLVED that a copy of this resolution to be sent to the Prime Minister of Canada,The Rt.Hon.Mackenzie King, The Leader of the Opposition,and to the Hon.Robert Forke,Leader of the Progressive party in Canada.

Signed on behalf of the said Council.

E E Mitchell Sec. Treas. A Forsyth Mayor

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052209

Ottawa, February 5, 1924.

Dear Jim:

Just received yours of the 1st. I am afraid I cannot give you any definite information. I have been always of the same impression that you have been that the Grain Growers' leaders and the Grain Growers' Guide in some way interested themselves in the sale of Home Bank Stock. Indeed, of this I have no doubt at all. I have asked that the files of the Guide be looked up to see what part, if any, the newspaper took, but as yet have found no references. Of course, you know Mr. Crerar was a director of the Bank for sometime. He held some shares as well and am informed later sold them. The idea of sale, however, does not seem to be passed on to other farmers of the West who bought stock. The whole matter is going to be well ventilated this coming session, and if I get any special information in the meantime will let you know.

Yours very truly,

J. L. Bowman, Esquire,
Dauphin, Manitoba.

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052210

Bowman, McFadden & Ramsden

BARRISTERS, SOLICITORS, ETC.

JAMES L. BOWMAN
JOHN N. McFADDEN
JOHN E. RAMSDEN

NORMAN B. DOUGLAS
ORVAL W. STRUTHERS

Dauphin, Man.
CANADA

Feb. 1st. 1924

Hon. Arthur Meighen,
Parliament Bldg.
OTTAWA

My dear Meighen,

Like most other solicitors in the country I have had some occasion to go into the affairs of The Home Bank. Some of my investigations would rather connect Crerar and Kennedy with stock selling at many country points. It rather runs in my mind that Crerar was publicly charged with something of this kind some time ago. I have been told that Crerar and Kennedy had some arrangement with The Home Bank whereby they either underwrote a certain amount of stock or bought outright a block and re-sold. Undoubtedly the old Grain Growers organization was certainly in close touch with The Home Bank and had a great deal to do with selling the stock in districts where new branches were opened up. This was certainly the case at many points in Manitoba. I think this matter might bear investigation. I would be glad if you would write me in the matter in the event of your being able to discover anything which we might use to our political advantage.

Yours very truly,

J L Bowman

JLB/A

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052211

135

Ottawa, February 6, 1924.

Dear Sir:

Yours of 31st of January reached me this morning. You may rest assured that I shall give the representations of the City Council, with regard to the Home Bank, my most careful consideration.

Yours very truly,

D. Craven, Esquire,
City Clerk,
Moose Jaw, Sask.

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052212

CITY COMMISSIONER'S OFFICE

ADDRESS ALL COMMUNICATIONS TO
"THE CITY COMMISSIONER"

Moose Jaw,
SASKATCHEWAN

W. W. DAVIDSON, MAYOR

GEORGE D. MACKIE
M. INST. M. & CY. E.M.I.C.

CITY COMMISSIONERS

January 31, 1924

The Honorable Arthur Meighan,
Leader of Opposition,
OTTAWA, Ont.

Honorable Sir:

I submit herewith, on the advice of the Council of the City of Moose Jaw, copy of resolution which was passed at a meeting of the said Council held on the 28th day of January, A.D., 1924 :-

"WHEREAS the Home Bank of Canada did, at the time of its suspension, have on deposit at its Moose Jaw Branch approximately $245,000.00, a large portion of which represents savings of some 1100 people of small means in this City;

AND WHEREAS the suspension and subsequent insolvency of the said Bank has caused and is causing serious hardship among many people;

THEREFORE BE IT RESOLVED that this Council does hereby respectfully request the Government of Canada to take whatever action may be necessary to insure the depositors the fullest payment possible;

THEREFORE BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Prime Minister of Canada, the Right Honorable MacKenzie King, the Leader of the Opposition, the Honorable Robert Forke, Leader of the Progressive Party in Canada, and to E.N.Hopkins, Esq., M.P., for Moose Jaw constituency."

Yours truly,

D Craven

DB

City Clerk

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052213

Board of Control

Please address Correspondence to the City Clerk

Ref. 185-J/J-24.

Toronto, February 9th, 1924.

Right Honourable Arthur Meighen,

Leader of the Opposition,

Ottawa, Ontario.

Dear Sir:

I beg to forward herewith an extract from the Minutes of the meeting of the Board of Control, held on February 6th, as follows:

Mr. W. T. J. Lee, Chairman of the Home Bank Depositors' Committee, appeared before the Board and asked that the Board pass a motion to request the Dominion Government to put through legislation at the next session of Parliament to provide that depositors of the Home Bank in Canada shall be paid the full amount of their deposits.

Controller Hacker moves that whereas the Home Bank of Canada suspended payment on or about the 17th day of August, A.D. 1923, and upwards of seventeen thousand residents of the City of Toronto were depositors in the said Bank; and whereas a large number of the depositors of the said Bank resident in the City of Toronto were people who could ill afford to lose their savings and a great amount of distress has been caused by reason of such suspension; and whereas the amount of the said deposits by residents of the said City was upwards of the sum of six million dollars; and whereas at the present time in the City of Toronto a very large number of residents are out of employment and a great deal of distress is being caused by reason of such suspension of the said Bank; be it therefore resolved that the Government of the Dominion of Canada be requested to pass legislation at the next session of Parliament so that the depositors of the Home Bank of Canada may be paid

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Right Honourable Arthur Meighen

052214

the full amount of their deposits, thereby saving upwards of seventeen thousand depositors from great hardship and suffering; and be it further resolved that a copy of this resolution be sent to the Right Honourable W. L. Mackenzie King, Premier of Canada, Right Honourable William S. Fielding, Minister of Finance, Right Honourable Arthur Meighen, Leader of the Opposition, and Robert Forke, Esq., Leader of the Progressive Party in Canada, which was carried.

I have the honor to be, Sir,

Your obedient servant,

Mc.

W. A. Fingerhut

City Clerk.

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no address

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052215

Moved by Chas Denney

Seconded by Ernest Morrison

WHEREAS the Home Bank of Canada did at the time of its suspension have on deposit at its Angus branch approximately $62,000. a large portion of which represents savings of some 500 people of small small means of Essa and immediate vicinity.

And WHEREAS the suspension and consequent insolvency of the said Bank has caused and is causing serious hardship among many people.

AND WHEREAS this council is led to believe that the insolvent condition of the Bank was known to the Government for many years, and that it was allowed to continue business because its closing might have occasioned a serious crisis in more difficult times.

BE IT THEREFORE RESOLVED that this Council do hereby respectfully request the Government of Canada to take whatever action may be necessary to insure the depositors full payment of their deposits.

BE IT THEREFORE FURTHER RESOLVED that a copy of this Resolution be sent to the Prime Minister of Canada, the Right Hon. MacKenzie King, the Leader of the Opposition, THe HON. Mr. Meighan and to the Hon. Robert Forke, Leader of the Progressive party in Canada.

W. M. Dunwoody
Clerk.

Geo. L. Davis.
Reeve.

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052216

PRIME MINISTER'S OFFICE

CANADA

Ottawa, February 12, 1924

A. W. Merriam, Esq.,
Private Secretary: The Right Honourable The Leader
of The Opposition,
House of Commons,
O t t a w a.

Dear Mr. Merriam:

I am forwarding herewith a letter received to-day from the Secretary-Treasurer of the Town of Sintaluta, with reference to the affairs of the Home Bank of Canada, which, although addressed to the Right Honourable the Leader of the Opposition, was delivered at this office.

Yours faithfully,

Private Secretary.

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052217

135

Ottawa, February 13, 1924.

Dear Sir:

Your letter of the 4th instant, together with copy of a resolution passed by the Rural Municipality of Moosomin with regard to the Home Bank reached me a day or two ago. You may rest assured that I shall give to the representations set forth therein, my careful and earnest consideration.

Yours very truly,

The Secretary-Treasurer,
Rural Municipality of Moosomin,
Moosomin, Sask.

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052218

RURAL MUNICIPALITY OF MOOSOMIN

No. 121

135

MOOSOMIN, SASK., Febr. 4th. 1924

The Honorable Arthur Meighen,

Ottawa.

Sir,

Enclosed please find copy of resolution passed by the council of the above municipality, which I was instructed to send to you for your earnest consideration.

I remain,

Your obedient servant,

Secretary-Treasurer.

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Copy of Resolution passed by the council of the Rural Municipality of Moosomin No.121 on Febr. 2nd. 1924.

052219

WHEREAS this council of the R. M. of Moosomin No.121 has been informed that the Home Bank of Canada was not a solvent institution for many years, and that on several occasions since the year 1914 the Finace Department of the Government of Canada was made aware of the precarious financial condition of the said bank;

AND WHEREAS such conditions existed up to the date of the suspension of the bank and the directors and officers of the said bank were allowed to carry on and take large and increasing sums of money from depositors and many new deposit accounts ere opened during the said period, thereby increasing the bank's liabilities while its assets diminished proportionately;

AND WHEREAS The Minister of Finance of the Government of Canada had the authority under section 56 of the Bank Act to appoint a special auditor under such circumstances, and omitted to do so, and by reason thereof the aforesaid conditions were allowed to continue whereby the depositors lost large sums of money;

AND WHEREAS one of the Finance Ministers of Canada has since by a statement made and published by him admitted that he knew of the insolvent or unstable condition of the bank and has claimed as a defence that had he interfered with the operations of the bank at that time that it would have created a National calamity;

THEREFORE BE IT RESOLVED that this council of the R.M. of Moosomin NO.121 in the Province of Saskatchewan is of the opinion that the depositors in the defunct Home Bank should receive full and complete indemnity from the Government of Canada and that the indemnity to be given take the form of a loan in the sum of $17,000,000.00 to the Canadian Bankers Association and of which one-half to be paid to the liquidators for the purpose of re-imbursing the depositors in full, the balance to be invested for the purpose of providing a sinking fund for the eventual re-payment in full of the advances made by the Government and thereby placing absolutely no load on the already over burdened tax payers of Canada;

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052220

135

Ottawa, February 12, 1924.

Dear Sir:

Yours of the 9th, forwarding an extracts on the Minutes of the Board of Control, reached me this morning. You may rest assured that I shall give to the representations made with regard to the Home Bank, my most careful and earnest consideration.

Yours very truly,

W. A. Littlejohn, Esquire,
City Clerk,
Toronto, Ontario.

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OFFICE OPPOSITE
THE ELSMORE, KENT ST.

W. E. AGNEW
CLERK AND TREASURER OF THE TOWNSHIP OF OPS
INSURANCE AND REAL ESTATE

052221

135

LINDSAY, ONT. Feb. 13/24.

The Honorable, Arthur Meighen,
Parliament Buildings,
Ottawa, Ont.

Dear Sir:-

I beg to submit herewith a copy of resolution adopted by the Municipal Council of the Township of Ops at their last regular meeting on February 11th, 1924.

Yours truly,

W. E. Agnew
Clerk of Ops.

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052222

RESOLUTION

WHEREAS the Home Bank of Canada did at the time of its suspension have on deposit at its Lindsay Branch approximately $164,000.00 a large portion of which represents savings of some seven hundred people of small means in this Town and adjacent Townships.

AND WHEREAS the suspension and subsequent insolvency of the said Bank has caused and is causing serious hardship among many people.

AND WHEREAS this Council is led to believe that the insolvent condition of the Bank was known to the Government for many years, and that it was allowed to continue business becuase its closing might have occasioned a serious crisis in more difficult times.

BE IT THEREFORE RESOLVED that this Council do hereby respectfully request the Government of Canada to take whatever actions may be necessary to insure the depositors full payment of their deposits.

BE IT THEREFORE FURTHER RESOLVED that a copy of this resolution be sent to the Prime Minister of Canada, the Right Hon. Mackenzie King, the Leader of the Opposition and to the Hon. Robert Forke, Leader of the Progressive party in Canada.

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052223

The Home Bank of Canada.

Head Office.
Toronto.

135

February 14th 1924

The Rt. Hon. Arthur Meighen, K.C., M.P.
O t t a w a, Ont.

Dear Sir:-

PERSONAL

Pursuant to our conversation of the 7th instant I herewith enclose you list of the Branches of the Home Bank showing the constituencies and Members of Parliament respectively, and also a similar list of the Branches of the Farmers' Bank.

I will endeavour to keep you informed from time to time as to how matters are progressing.

Yours truly,

J. E. Weldon

JEW/KL
Encls.

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FARMERS' BANK

LIBERALS

North Bruce
James Malcolm

South Huron
William Black.

South Ontario
Lawson O. Clifford

North Perth
James Palmer Rankin

West Peterboro'
George N. Gordon

North Riding York
Rt.Hon.W.L.M. King.

CONSERVATIVES

Durham
Fred W. Bowen

East Elgin
John L. Stansell

West Elgin
Hugh C. McKillop

Halton
Robert K. Anderson

East Hastings
Thos Hy. Thompson

West Hastings
Edward Guss Porter

Leeds
Hugh A. Stewart

South Oxford
Donald Sutherland

Peel
Samuel Charters

Wentworth
Gordon C. Wilson

East York
Joseph H. Harris

South York
William F. Maclean.

PROGRESSIVES

Frontenac
William S. Reed.

Glengary & Stormont
John W. Kennedy

Lambton East
Burt. W. Fansher

Lennox & Addington
Edward J. Sexsmith

Middlesex West
J.D.F. Drummond

Ontario North
Robert H. Halbert

Victoria (O)
John J. Thurston

Timiskaming
Angus MacDonald.

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052225

FARMERS' BANK

TORONTO

Tor. Centre	Hon. Edmund Bristol,	Toronto,	O.	Conservative
Tor. East	E.B. Ryckman	"	"	"
Tor. North	Thos. L. Church	"	"	"
Tor. South	Charles Sheard	"	"	"
Tor. West	H.C. Hocken	"	"	"
York E.R.	Joseph H. Harris	Toronto,	O.	Conservative
York N.R.	Rt. Hon.W.L.M.King	Ottawa,	O.	Liberal
York S.R.	William G. Maclean	Toronto,	O.	Conservative
York W.R.	Hon. Sir Henry L. Drayton K.C.M.C.	Ottawa,	O.	Conservative.

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052226

BRANCH	CONSTITUENCY	MEMMBER	ADDRESS	PARTY
Alliston,Ont.	Simcoe,S.R.O.	Wm.A.Boys 1	Barrie, O.	Conservative
Amulet,Sask.	Weyburn,Sask.	John Morrison 1	Yellow Grass,S.	Progressive.
Angus,Ont.	Simcoe,S.R.O.	Wm.A.Boys 2	Barrie,O.	Conservative
Arnprior,Ont.	Renfrew S.R.O.	Hon.T.A.Low 1	Renfrew,O.	Liberal.
Belle River,Ont.	Essex,N.R.O.	A.F.Healey 1	Ottawa,O.	Liberal
Blairmore,Alta.	Macleod,Alta.	Geo.G.Coote 1	Cayley,A.	Progressive
Battrum,Sask.	Swift Current, Sask.	Arthur J.Lewis 1	Lawson,Sask.	Progressive
Cabri,Sask.	Maple Creek, (Sask)	Neil H.McTaggart 1	Gull Lake,S.	Progressive
Calgary, Alta.	Calgary,Alta.	(Wm.Irvine,East) 1	Calgary,Alta.	Independent
		(Jos.T.Shaw,West) 1	Calgary,Alta.	"
Cannington,Ont.	Ontario,N.R.	Robt.H.Halbert 1	Uxbridge,O.	Progressive
Coboconk,Ont.	Victoria,O.	Jno.J.Thurston 1	Fenelon Falls,O.	"
Crystal City,Man.	Lisgar,Man.	Jno.L.Brown 1	Pilot MoundmM.	"
Delaware,Ont.	Middlesex,W.R.	J.D.F.Drummond 1	Ailsa Craig,O.	"
Eganville,Ont.	Renfrew S.R.O.	Hon.T.A.Low 2	Renfrew,Ont.	Liberal
Everett,Ont.	Simcoe,S.R.O.	Wm.A.Boys 3	Barrie,Ont.	Conservative
Fernie,B.C.	Kootenay,S.C.	Levi W.Humphrey 1	Nelson,B.C.	Progressive
Franklin,Man.	Neepawa,Man.	Robt.Milne 1	Mekiwin,Man.	Progressive
Goodlands,Man.	Souris,Man.	James Steedsman 1	Deloraine,Man.	Progressive
Grandview,Man.	Dauphin,Man.	Wm.J.Ward 1	Dauphin,Man.	Progressive
Hamilton,Ont.	Wentworth,O.	Gordon C.Wilson 1	Dundas,Ont.	Conservative
Ilderton,Ont.	Middlesex E.R.	Arch.L.Hodgins 1	Ettrick,O.	Progressive
Khedive,Sask.	Weyburn,Sask.	John Morrison 1	Yellow Grass S.	"
Komoka,Ont.	Middlsex,Ont.	(Arch.L.Hodgins,E) 2	Ettrick,O.	"
		(J.D.B.Drummond,W) 2	Ailsa Craig,O.	"
Lawrence Stn.Ont.	Elgin,W.R.O.	Hugh C.McKillop 1	West Lorne,O.	Conservative
Lindsay,Ont.	Victoria,O.	Jno.J.Thurston 2	Fenelon Falls,O.	Progressive

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BRANCH	CONSTITUENCY	MEMBER	ADDRESS	PARTY
London,Ont.	Middlesex,O.	(Arch.L.Hodgins 3	Ettrick,O.	Progressive
		(J.D.F.Drummond 3	Ailsa Craig,O.	do
London East	Middlesex E.R.	Arch.L.Hodgins 4	Ettrick,O.	do
Lyleton,Man.	Souris,Man.	Jas.Steedsman 2	Deloraine,Man.	do
Melbourne,Ont.	Middlesex,W.R.	J.D.F.Drummond 4	Ailsa Craig,O.	do
Moose Jaw,Sask.	Moose Jaw,S.	Robt.M.Johnson,1	Regina,Sask.	do
Neepawa,Man.	Neepawa,Man.	Robt.Milne 2	Mekiwin,Man.	do
Ottawa,Ont.	Ottawa,City	(Edgar R.E.Chevrier 1	Ottawa	Liberal
		(Harold B.McGiverin 1	"	do
Rosser,Man.	Portage la Prairie,Man.	Hary Leader 1	Burnside,Man.	Progressive
St.James,Man.	Macdonald,Man.	Wm.J.Lovie 1	Holland,M.	do
St.Thomas,Ont.	Elgin,W.R.O.	Hugh C.McKillop 2	W.Lorne,O.	Conservative
Sandwich,Ont.	Essex,N.R.O.	A.F.Healy 2	Ottawa,Ont.	Liberal
Shackleton,Sask.	Maple Creek,S.	Neil H.McTaggart 2	Gull Lake,S.	Progressive
Shelburne,Ont.	Dufferin,Ont.	Robt.J.Woods,1	Corbetton,R.R.2	do
Sintaluta,Sask.	Qu'Appelle,S.	John Millar 1	Indian Head,S.	do
Sunderland,Ont.	Ontario,O.	Robt.H.Halbert 2	Uxbridge,O.(N)	do
		Lawson O.Clifford 1	Oshawa (S)	Liberal
Tantallon,Sask.	Saltcoats,S.	Thomas Sales. 1	Tantallon,Sask.	Progressive
Tecumseh, Ont.	Essex,N.R.O.	A.F.Healy,3	Ottawa,O.	Liberal
Thorndale,Ont.	Middlesex,E.R.	Arch.L.Hodgins 5	Ettrick,O.	Progressive
Vancouver,B.C.	Vancouver City	(Hon.Henry H.Stevens, 1 (Centre)	Van.	Conservative
		Leon J.Ladner,South 1	Van.	do.
Verdun,Que.	St.Ann,Que.	Jos.A.Walsh 1	Montreal,Que.	Liberal
Walkerville,Ont.	Essex,Ont.	A.F.Healy(N) 3	Ottawa	"
		Hon.G.P.Graham(S) 1	"	"
Welwyn,Sask.	Qu'Appelle,S.	John Millar 2	Indian Head,S.	Progressive
Weyburn,Sask.	Weyburn,Sask.	John Morrison 2	Yellow Grass,S.	"

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BRANCH	CONSTITUENCY	MEMBER	ADDRESS	PARTY
Windsor, Ont.	Essex, N.R. O.	A.F.Healy	Ottawa	Liberal
Winnipeg, Man.	Winnipeg, Man.	J.S.Woodsworth(C)	Winnipeg	Independent
		E.J.McMurray (N)	"	Liberal
		Albert B.Hudson(S(	"	Independent

- - - - - - - - - -

TORONTO.	Tor.Centre	Hon.Edmund Bristol	Toronto, O.	Conservative
	Tor.East	E.B.Ryckman	do	do
	Tor.North	Thos.L.Church	do	do
	Tor.South	Chas.Sheard	do	do
T	Tor.West	H.C.Hocken	do	do
	York, E.R.	Jos.H.Harris	do	do
	York, N.R.	Rt.Hon.W.L.M.King	Ottawa, O.	Liberal
	York, S.R.	Wm.G.Maclean	Toronto, O.	Conservative
	York, W.R.	Hon.Sir Henry L. Drayton, K.C.M.G.	Ottawa, O.	do

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HOME BANK OF CANADA 052229

MONTREAL

COUNTY	NAMES	RESIDENCE
Bonaventure	L'Hon.Chas.Marcil	Ottawa
Brome	A.R.McMaster, K.C. 189 St.James St., 365 Metcale Ave.	Westmount
Chambly-Vercheres	Joseph Archambault,K.C. 30 St.James St. 320 Querbes Ave.	Outremont.
Charlevoix-Montmorency	Pierre F.Casgrain,K.C. 107 St.James St. 246 Elm Ave.	Westmount
Drummond-Arthabaska	J.N.K.Laflamme,K.C. 224 St.James St., 4043 Dorchester St.W.	Westmount
Joliette	J.J.Denis	Joliette
George-Etienne Cartier	S.W.Jacobs,K.C. Power Bldg., 334 Cote St.Antoine Rd.	Montreal.
Hochelaga	E.C.St.Pere 2115 Ontario St.E.	Montreal.
Jacques-Cartier	Jos.Treodule Rheaume,K.C. 92 Notre Dame St.E. 124 Mayfair.	Montreal.
Laurier-Outremont	L'Hon.Sir Lomer Gouin 316 Peel St.	Montreal.
Maisonneuve	Clement Robitaille 172 Lasalle Ave.	Montreal.
Ste Anne	J.C.Walsh, K.C. 754 Hartland	Montreal
St.Antoine	W.G.Mitchell K.C. 107 St.James St. 718 Sherbrooke St.W.	Montreal.

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St.Denis	J.A.Denis 2369 St.Hubert	Montreal.
St.Jacques	F.Rinfred c/o Le Canada 73 St.James St.	Montreal.
St.Laurent St.Georges	H.M.Marler 120 St.James St. 15 Redpath Cresc.	Montreal.
Ste.Marie	Hermas Deslauriers 543 Fullum	Montreal.
Westmount-St-Henri	Paul Mercier, K.C. 11 Place D'Armes 198 Sir G.E.Cart.Sq.	Montreal.

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05223.1

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Ottawa, February 14, 1924.

Dear Sir:

I am directed by the Rt. Honourable Arthur Meighen to acknowledge your letter of the 8th instant, together with resolution enclosed therewith regarding the failure of the Home Bank, and to say in reply, that he will give to the representations set forth his careful and earnest consideration.

Yours very truly,

Private Secretary.

J. D. Mercer, Esquire,
Secretary Treasurer,
Village of Rocanville,
Rocanville, Sask.

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CANADA

052232

135

Ottawa, February 14, 1924.

Dear Sir:

I am directed by the Rt. Honourable Arthur Meighen to acknowledge receipt of your letter of the 5th instant, enclosing copy of resolution passed by the Council of the Town of Sintaluta with regard to the failure of the Home Bank, and to say in reply, that he will give to the representations set forth in the resolution his careful and earnest consideration.

Yours very truly,

Private Secretary.

E. E. Mitchell, Esquire,
Secretary Treasurer,
Sintaluta, Sask.

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CANADA

052233

135

Ottawa, February 15, 1924.

Dear Mr. Weldon:

Thank you for your letter of the 14th instant with enclosures.

Yours very truly,

J. E. Weldon, Esquire,
The Home Bank of Canada,
Toronto, Ontario.

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CANADA

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052234

Ottawa, February 15. 1934.

W. E. Agnew, Esquire,
Lindsay, Ontario.

Dear Sir:

I am directed by the Rt. Honourable Arthur Meighen to acknowledge receipt of your letter of the 13th instant, enclosing copy of resolution passed by the Council of the Township of Ops with regard to the failure of the Home Bank, and to say in reply, that he will give to the representations set forth in the resolution his careful and earnest consideration.

Yours very truly,

Private Secretary.

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CANADA

052235

135
135

Ottawa, Feb. 16, 1924.

O.J. Godfrey, Esq.,
Town Clerk,
Indian Head, Sask.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 13th inst., enclosing copy of resolution passed by the Council of Indian Head with regard to the failure of the Home Bank, and to say in reply, that he will give to the representations set forth in the resolution his careful and earnest consideration.

Yours faithfully,

Private Secretary.

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052236

THE TOWN OF INDIAN HEAD

Town Office

Indian Head, Sask. Feb. 13, 1924.

Rt. Hon. Arthur Meighen,
Ottawa, Ont.

Dear Sir,-

I beg to advise that the following resolution was passed at a regular meeting of the Town Council of Indian Head on February 4th, 1924:

Moved by Councillor Thompson, seconded by Councillor Rogers:

"Whereas the Home Bank of Canada had on deposit at its various branches throughout the Province of Saskatchewan, at the time of its suspension, much money, which was mainly the property of persons of narrow means;

And whereas the suspension and subsequent insolvency of the said Bank has caused, and is causing, serious hardship to many people;

BE IT THEREFORE RESOLVED that this Council do hereby respectfully request the Government of Canada to take whatever action may be necessary to insure the depositors full payment of their deposits;

BE IT FURTHER RESOLVED that this Council is impressed with the necessity of strict Government inspection of all banks, to prevent a recurrence of such failures."

Yours obediently,

O.J. Godfrey

OJG/I. Town Clerk.

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CANADA

135

052237

CLERK'S OFFICE

VILLAGE OF ROCANVILLE

J. D. MERCER, SEC'Y-TREAS.

ROCANVILLE, SASK.

February 8th 1924

To The Honorable Arthur Meighen:

I have been instructed by the Council of the Village of Rocanville to forward you the enclosed resolution passed at a regular meeting of the Village council at Rocanville on the 7th day of February 1924.

J D Mercer

Secretary Treasurer
Village of Rocanville

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CANADA

052238

Moved by Andrew Lockhart and seconed by Jas. P inkerton that the following resolution be passed:

WHEREAS the Home Bank of Canada had at the time of its suspension on deposit at its Welwyn and Tantallon Branches a approximately $237,000.00, the large portion of which represents the savings of some 900 people of small means in this district;

AND WHEREAS this council of the Village of Rocanville in the Province of Saskatchewan is led to believe that the insolvent ee condition of the now defunct Home Bank was known to the Dominion Government for many years and that it was ~~approved~~ allowed to continue in business because its closing might have occasioned a serious crisis in financial affairs during the Great War;

AND WHEREAS the insolvency and subseqent suspension of the said Bank has caused and is causing hardship to many people;

BE IT THEREFORE RESOLVED that this Council of the Village of Rocanville in the Province of Saskatchewan is fully convinced of the moral governmental liability to the depositors of the Home Bank and this Council hereby reqests the Government of Canada to take the necessary steps toward a re-imbursement in full of the depositors of the now defunct Home Bank of Canada;

BE IT THEREFORE FURTHER RESOLVED that a copy of the resolution be sent to the Prime Minister of Canada, the Right Honorable McKenzie King; to the Honorable Arthur Meighen, Leader of the Conservative Opposition, to the Honorable Robert Forke, leader of the Progressive party in Canada and to Mr John Miller, Member of Parliament for the constituency of Qu'Appelle.

Andrew Lockhart Chairman
J.W. Miller
Jas Pinkerton

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CANADA

052239

135

Ottawa, Feb. 16, 1924.

Fred G. Perry, Esq.,
Box 516,
Fernie, B.C.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 8th inst., enclosing copy of resolution passed by the Council of the town of Fernie with regard to the failure of the Home Bank, and to say in reply, that he will give to the representations set forth in the resolution his careful and earnest consideration.

Yours very truly,

Private Secretary.

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052240

HOME BANK DEPOSITORS' COMMITTEE
Fernie & Coal Creek, B. C. Branches

G.G.Henderson,
Mayof,
Chairman,Fernie

Fred G. Perry
Box 516, Fernie, B.C.
Secretary

B. Caufield,
Colliery Manager,
Chairman
Coal Creek

FERNIE, B.C. February 8th, 1924.

Dear Sir:-

The Fernie and Coal Creek depositors of the defunct Home Bank have requested us to write you as a senator or member of the Federal Parliament, asking for your assistance and support with a view to recovering their hard earned savings.

We have no doubt you will be familiar with the Home Bank's recent history, and with the statements made touching upon the situation, both by the present Minister of Finance, and by Sir Thomas White. Had the depositors been advised from 1914 onwards, as to the correct position of the bank's affairs,--which information is made available to the Minister of Finance by the Bank Act,--most of the depositors would have taken measures to protect themselves, but if it was to the best interests of the country to withhold that information during the period of the war, and during part of the period that has since elapsed, then it should be the responsibility of the country to reimburse those who unwittingly became the victims. There can be no question but that depositors have all been led to believe that deposits in Canadian chartered banks were safe.

To us, it is a matter of indifference as to whether one government or another may have been more culpable in delinquency; what is of supreme importance is that a large number of people have been made victims of a vicious "confidence game" against which it was presumed they were protected by law, have been stripped of their meagre savings, made destitute in old age, and robbed of all their confidence in the efficacy and security of our governments and government regulated institutions.

The tragic feature of all this is that a large proportion of our local depositors are men of advanced age who have spent the useful years of their lives in the occupation of coal mining. Many of these men have worked at the mines for periods varying from eighteen to twenty-four years; and here it might be noted that coal mining, at the best, is an extremely hazardous occupation, as many now bear witness in their twisted limbs and impaired health. The deposits of these men represent the small amounts that could be saved from their wages, prompted by an honest desire to be self-supporting and not become dependent upon charity in their declining years. An effort that has meant not only careful avoidance of expenditures for luxuries, but an actual denial in the matter of necessities.

There will no doubt be a resolution dealing with this matter introduced at the coming session of Parliament, and we would ask you, in justice to the victims, to give your assistance and whole-hearted support to such measures as will give definite promise of relief.

We would very much appreciate an acknowledgement of the receipt hereof.

Faithfully yours,

G. G. Henderson
Chairman, Fernie,

B. Caufield
Chairman, Coal Creek,

Fred G. Perry
Secretary

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135

052241

Ottawa, Ont., February 19, 1924.

Dear Sir,

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 12th instant, enclosing copy of a resolution passed by the Rural Municipality of Rocanville held on the 4th day of February, with regard to the Home Bank, and to say in reply that he will give to the representations therein set forth his careful and earnest consideration.

Yours faithfully,

Private Secretary

J.D.Mercer, Esquire,
Rocanville, Sask.,

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052242

OFFICE OF THE

Rural Municipality of Rocanville, No. 151

J. D. MERCER, Secretary-Treasurer.

135

ROCANVILLE, Sask., Feb. 12th 1924 192

To The Honorable Arthur Meighen;

I have been instructed by the council of the Rural Municipality of Rocanville No.151 to forward you the enclosed resolution passed at a regular meeting of the Rural Municipality of Rocanville held on the 4th day of February 1924.

J D Mercer

Secretary Treasurer

R.M.151 Rocanville

COPY BOUND IN CANADA

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52243

Moved by John Christian seconded by Walter Arnold that the following resolution be passed:

WHEREAS this council of the Rural Municipality of Rocanville is credibly informed that the Home Bank of Canada was an insolvent institution for many years prior to its suspension;

AND WHEREAS the insolvency and subsequent suspension of the said bank has caused and is causing serious hardship among many people in the Rocanville Municipality;

AND WHEREAS this insolvent condition was known to the Government of Canada for many years and the reason advanced by one of the Finance Ministers of the Government of Canada was that the closing of the bank at that time would have entailed serious financial crisis while Canada was engaged in floating Victory Loans and otherwise engaged in the Great War;

AND WHEREAS the Minister of Finance of the Government of Canada had the authority under Section 56 of the Bank Act to appoint a special auditor under such circumstances and omitted so to do and by reason thereof the aforesaid conditions were allowed to continue whereby the depositors lost large sums of money;

AND WHEREAS it would appear that the loss to the depositors in the defunct Home Bank could be absorbed by way of a Dominion Government loan at a low rate of interest to the Canadaian Bankers Association; one half of which would be paid, to the liquidators for the purpose of re-imbursing the depositors, the balance to be invested for the purpose of providing a sinking fund for the eventual re-payment of the full advances made by the Government and thereby adding no additional load to the tax payers of the Dominion of Canada;

THEREFORE BE IT RESOLVED that this council of the Rural Municipality of Rocanville in the Province of Saskatchewan respectfully requests the Government of Canada to take the necessary action to insure the depositors full payment of their deposits;

AND BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Prime Minister of Canada, the Right Honorable MacKenzie King, to the acting Minister of Finance, to the Honorable Arthur Meighen, the leader of the Conservative Opposition, to the Honorable Robert Forke, leader of the Progressive party in Canada and to Mr John Miller Member of Parliament for the constituency of Qu'Appelle.

J. A. McCutcheon
Reeve

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CANADA

052244

135

Ottawa, Apr. 22, 1924.

Richard Cail, Esq.,
Secty., Home Bank Depositor's Relief Assn. of Welwyn,
Welwyn, Sask.

Dear Sir:

I am directed by the Rt. Honourable Arthur Meighen to acknowledge your letter, together with Resolution passed by the Welwyn Branch of the Home Bank Depositors' Relief Association, and to ask that you be kind enough to inform him who the ex-Finance Minister was and where his alleged statement may be found that he knew of the insolvent condition of the bank. Mr. Meighen would also like to have your foundations for the third paragraph of your Resolution dealing with the directors and officials of the Home Bank. With this information he would be enabled to deal more intelligently with the representations made in your Resolution.

Yours faithfully,

Private Secretary.

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052245

Welwyn, Sask. February 15th, 1924.

Honorable Arthur Meighen,
Leader of the Conservative Opposition,
The Parliament Buildings,
Ottawa, Canada.

Dear Sir;

Enclosed you will find herewith a copy of a Resolution passed at the last meeting on Saturday, February 9th, 1924, of the Welwyn Branch of the Home Bank Depositor's Relief Association.

It is to be noted that in this Resolution we are proposing one of many business plans whereby the depositors of the defunct Home Bank may be reimbursed without adding anything to the already over burdened tax payers in Canada.

All of which is respectfully submitted.

Yours very truly,

Richard Gail
Secretary Home Bank Depositor's
Relief Association of Welwyn.

R.C./G.S.
Encl.

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February 13/24.

052246

R E S O L U T I O N.

WHEREAS this association the Welwyn Branch of the Home Bank Depositor's Relief Association has been credibly informed that the Home Bank of Canada was in an insolvent condition for many years:

AND WHEREAS on various occasions since the year 1914 the Finance Department of the Government of Canada was made aware of the precarious financial condition of the said bank;

AND WHEREAS it would appear that such cOnditions existed even up to the date of the suspension of the bank and the directors and officials of the said bank were allowed to carry on and take large and increasing sums of money from depositors and many new deposit accounts were opened during the said period thereby increasing the banks liabilities while its assets diminished proportionately;

AND WHEREAS the Minister of Finance of the Government of Canada had the authority under Section 56 of the Bank Act to appoint a special auditor under such circumstances and omitted so to do and by reason thereof the aforesaid conditions were allowed to continue from which the depositors lost large sums of money;

AND WHEREAS one of the Ex-Finance Ministers of Canada has subsequently made a statement which has been widely published in which he admitted that

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052247

he knew of the insolvent condition of the Bank, claiming as a defence that should he have interfered with the operations of the bank at that time it would have created a financial crisis and possibly a National calamity;

THEREFORE BE IT RESOLVED; that the depositors of the Home Bank of Canada at the Welwyn Branch in the Province of Saskatchewan are of the opinion that they are justly entitled to receive full indemnity from the Government of Canada and therefore may suggest that this indemnity take the form either of a loan in the sum of $17,000.000.00 to the Canadian Bankers Association, one-half of which be paid to the liquidators for the purpose of disbursing among the depositors, balance to be invested for the purpose of providing a sinking fund for the eventual re-payment of the full advances made by the Government or by the purchase by the Government of an issue of debentures to the extent of $8,500.000., against the assets of the Home Bank now in the hands of the liquidators which are at the present time not easily realizable;

AND BE IT FURTHER RESOLVED that a copy of this Resolution be sent to the Prime Minister of Canada, The Right Honorable McKenzie King, to the Leader of the Conservative Opposition, the Honorable Arthur Meighen, to the Acting Minister of Finance, to Mr Robert Forke, the leader of the Progressive party in Canada and to all Members of Parliament and Senators from the Province of Saskatchewan.

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Enc.

052248

Private

211 Wilson ave.,
Montreal, Feby 29, 1924.

Dear Mr. Meighen:-

Our friend in Wpg appears to be "fussed" about enclosed, and makes a good case on the merits, especially as to restrictions as to dates. I send this along without suggestions from anyone, but with the suggestion that, if consistent with public interest, here is a chance to say a word wh would most likely be appreciated by Nichols; and I will, in due time, explain things to him, but not now. He has been decent to me when I appreciated it; and he is worth a thought in the party interest, for he can help when the time comes.

Yrs very truly, R.A. Hanna.

Rt. Hon. Arthur Meighen.

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052249

135

Ottawa, February 29, 1924.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of resolution having regard to the Home Bank. You may rest assured Mr. Meighen will give the representations set forth therein his most careful and earnest consideration when the matter comes before the House.

Yours very truly,

Private Secretary.

D. E. Dean, Esquire,
Reeve Village of Shelburne,
Shelburne, N. S.

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052250

MOVED BY . . . . . S. T. White

SECONDED BY . . . . . A. Matthews.

WHEREAS the Home Bank of Canada did at the time of its suspension have on deposit at its Shelburne branch approximately $102,000.00 a large portion of which represents savings of some 600 people of small means of Shelburne and immediate vicinity.

AND WHEREAS the suspension and subsequent insolvency of the said Bank has caused and is causing serious hardship among many people.

AND WHEREAS this Council is led to believe that the insolvent condition of the Bank was known to the Government for many years, and that it was allowed to continue business because its closing might have occasioned a serious crisis in more difficult times.

BE IT THEREFORE RESOLVED that this Council do hereby respectfully request the ~~Government~~ Government of Canada to take whatever action may be necessary to insure the depositors full payment of their deposits.

BE IT THEREFORE FURTHER RESOLVED that a copy of this Resolution be sent to the Prime Minister of Canada, the Right Hon. Mac-Kenzie King, the Leader of the Opposition, the Honorable Mr. Meighan and to the Hon. Robt. Forke, Leader of the Progressive party in Canada.

CARRIED.

D. E. Dean,

Reeve.

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CANADA

052251

RESOLUTION

OF

THE COUNCIL OF

THE VILLAGE OF SHELBURNE.

::::::

135

052252

Ottawa, March 3, 1934.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 22nd February, enclosing copy of a resolution passed at a meeting of the Council of the Town of Moosomin on the 19th ultimo, with regard to the Home Bank, and to say in reply that he will give to the representations therein set forth his careful and earnest consideration.

Yours very truly,

Private Secretary.

George S.Page, Esquire,
Town Clerk Town of Moosomin,
Moosomin, Sask.

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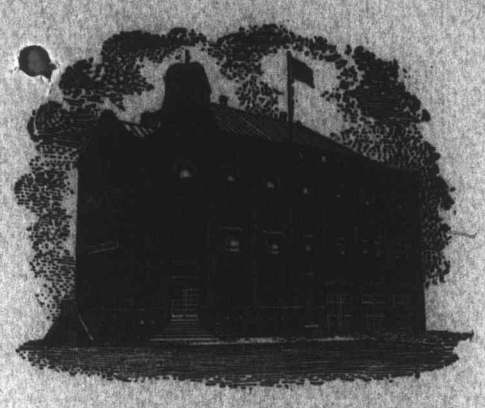
052253



OPERA HOUSE, TOWN HALL, POST OFFICE FIRE STATION.

TOWN CLERK'S OFFICE

TOWN OF MOOSOMIN

SASKATCHEWAN
CANADA

22nd February 1924 .....192...

The Right Honorable Arthur Meighen,
Ottawa, Ont:

Sir,

I am instructed by the Council to forward to you the enclosed copy of a Reslution passed at a meeting of the Council held on I9th inst:.

Yours truly,

Geo. S. Page

Town Clerk.

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052254

Resolution

Town of Meeseomin, Saskatchewan.

Whereas the Home Bank of Canada did at the time of its suspension have on deposit in the Provincial Electoral District of Meeseomin at its Welwyn and Tantallon branches approximately $237.000.00, the large portion of which represents the savings of some 900 people of small means throughout this Electoral District:

And whereas the suspension and subsequent insolvency of the said Bank has caused and is causing serious hardship among many people:

And whereas this Council of the Town of Meeseomin in the Provincial Electoral District of Meeseomin in the Province of Saskatchewan is led to believe that the insolvent condition of the Bank was known to the Government fro many years, and that it was allowed to continue business because the closing might have occasioned a serious financial crisis during the Great War:

Be it therefore resolved that this Council respectfully requests the Government of Canada to take whatever action may be necessary to insure the Depositors full payment of their deposits.

Be it further resolved that a copy of this resolution be sent to the Prime Minister of Canada, the Right Honourable McKenzie King: The leader of the opposition, the Right Honourable Arthur Meighen: and to the Honourable Robert Forke, leader of the Progressive party in Canada.

For the Town of Meeseomin.

W. McLeod

Mayor.

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052255

135

Ottawa, March 3, 1924.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 26th ultimo, enclosing copy of a resolution with regard to the Home Bank, and to say in reply that he will give to the representations therein set forth his careful and earnest consideration.

Yours very truly,

Private Secretary.

J. V. Rewers, Esquire,
Secretary, Special Committee,
Mount Fernie Lodge No.47,
Fernie, B. C.

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052256

MOUNT FERNIE LODGE NO. 47

I. O. O. F.

Fernie, British Columbia.
February 26th, 1924.

Dear Sir:

The members of Mount Fernie Lodge No.47, Esther Rebekah Lodge No.20, and Kootenay Encampment No.14, Independent Order of Oddfellows earnestly solicit your support as a Senator or Member of the Federal Parliament in the matter of the Government of Canada coming to the relief of the depositors of the defunct Home Bank.

A very considerable number of the members of these three lodges have lost all of their personal savings, in addition to which the entire funds of Esther Rebekah Lodge and Kootenay Encampment have also been lost by this bank failure. This, you will readily realize has caused great hardship to all concerned.

A resolution (set out below) was jointly drawn up by our lodges. This was first submitted to and received the approval of the Grand Officers. The purpose of this resolution, as will be noted from the context, is to submit it to all members of the Federal Parliament and enlist their support in having the Government come to the relief of the Home Bank depositors. However, before doing this in order that the members of the Federal Parliament might have a more general expression of opinion as to this suggested method of solving a very serious problem, rather than merely the appeal from one locality, we circularized all I.O.O.F. Lodges in British Columbia. To date we have received favorable acknowledgements from 90% of the lodges to whom the resolution was submitted. We will no doubt hear likewise from the others, but being desirous of having this resolution presented before the session opens we are forwarding it at this time, together with a tabulated list showing from whom endorsations have been received by us.

Thanking you for giving this matter your most earnest personal consideration, and trusting Parliament will find a solution to this most serious matter along the lines suggested.

Yours faithfully,

J. Brewers.

Secretary, Special Committee,
Mount Fernie Lodge No.47

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052257

In the matter of the failure of the Home Bank of Canada

WHEREAS the failure of the Home Bank has seriously affected the members of Mount Fernie Lodge No.47, Esther Rebekah Lodge No.20, and Kootenay Encampment No.14, I.O.O.F., both personally and through the organization.

AND WHEREAS the arrangements as being carried out at the present time for the relief of the depositors of the Home Bank are considered inadequate:

BE IT RESOLVED that the Dominion Government be requested to take over the assets and liabilities of said Home Bank and pay the depositors in full promptly.

A p p r o v e d:
"D.H.PROUDFOOT",
Grand Master, British Columbia.
"GUSSIE LANGFORD MOTION"
President, B.C. Rebekah Assembly
"W. H. WATKINS"
Grand Patriarch, British Columbia.

MOUNT FERNIE LODGE NO.47
ESTHER REBEKAH LODGE NO.20
KOOTENAY ENCAMPMENT NO.14

ENDORSED BY:	ENDORSED BY:
Hall of Victoria Lodge #1, Victoria	Columbia Lodge #2, Victoria, B.C.
Royal City Lodge #3, New Westminster	Dominion Lodge #4, Victoria, B.C.
Black Diamond Lodge #5, Nanaimo, B.C	Harmony Lodge, #6, Ladysmith, B.C.
Excelsior Lodge, No.7, Chilliwack.	Vancouver Lodge #8, Vancouver.
Western Star Lodge #10, Vancouver.	Union Lodge #11, Cumberland, B.C.
Selkirk Lodge No.12, Revelstoke, B.C	Aaron Lodge #14, Vancouver, B.C.
Cloverdale Lodge #15, Cloverdale.	Kootenay Lodge #16, Nelson, B.C.
Duncan Lodge No.17, Duncan, B.C.	Mt.Pleasant Lodge #19, Vancouver
Abbotsford Lodge #20, Abbotsford	Delta Lodge #21, Ladner, B.C.
Island Lodge No.24, Marpole, B.C.	Fidelity Lodge #25, Mission City
Pacific Lodge #26, Vancouver, B.C.	Amity Lodge #27, New Westminster
Cheam Lodge No.28, Agassiz, B.C.	Bulkley Lodge #30, Smithers, B.C.
Rocky Mountain Lodge #34, Golden	Elburne Star Ladge #35, Marpole.
Silver City Lodge #39, Sandon, B.C.	Slocan Lodge #40, Slocan, B.C.
Key City #42 Lodge, Cranbrook, B.C.	Enterprise Lodge #43, Trail, B.C.
Gateway Lodge #45, Grand Forks, B.C	Coronation Lodge #48, Armstrong
Eureka Lodge #50, Enderby, B.C.	Penticton Lodge #51, Penticton.
Princeton Lodge #52, Princeton, B.C.	Michel Lodge No.54, Natal, B.C.
N.Vancouver Lodge #55, N.Vancouver	Okanagan Lodge #58, Summerland.
Orchard City Lodge #59, Kelowna	Little Mountain Lodge #60, S.Vanc.
Fairview Lodge #61, Vancouver, B.C.	Grandview Lodge #62, Vancouver.
Prince Rupert Lodge #63, Prince Rpt	Corbin Lodge #64, Corbin, B.C.
Cariboo Lodge #65, Prince George	
Colfax Rebekah Lodge #1, Victoria	Mispah Rebekah #2, Vancouver, B.C.
Miriam Rebekah Lodge #3, Nanaimo	Ruth Rebekah No.4, Chilliwack.
Beulah Rebekah Lodge #5, Westminstr	Adinah Rebekah #8, Trail, B.C.
Laurie Rebekah Lodge #9, Ladysmith	Welcome Rebekah #11, Vancouver.
Ivy Rebekah Lodge No.14, Duncan, B.C	Floral Rebekah #15, Slocan, B.C.
Queen City Rebekah #16, Nelson, B.C	Grandview Rebekah #18, Vancourver
Vermillion Rebekah #24, Princeton, BC	Banner Rebekah #25, Grand Forks.
Golden Link Rebekah #27, S.Vancv'r	Truth Rebekah #28, N.Vancouver.
Cassandra Rebekah #31, Michel, B.C	Kaslo Rebekah #32, Kaslo, B.C.
Patricia Rebekah #33, Merritt, B.C	Northern Rebekah #34, Prince George
Kelowna Rebekah #36, Kelowna, B.C	Concord Rebekah #37, N.Westminstr.
Edith Cavell Rebekah #38, Corbin BC	Fruitvale Rebekah #41, Mission
Pearl Rebekah Lodge, Abbotsford, B.C	Olive Branch Rebekah, Kerrisdale
Carne Rebekah #45, Victoria, B.C.	Illahie Rebekah Lodge, McKay, B.C.
Vancouver Encampment #1, Victoria	Columbia Encampment #5, Vancouver
Nelson Encampment #7, Nelson, B.C.	Samaritan Encampment #8, Rossland
Lookout Encampment #9, Trail, B.C.	

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052258

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Ottawa, March 4, 1924.

Dear Mr. Nichols:

I was mighty glad to read, this morning, your editorial, February 26th, on the appointment of a royal commission to investigate three special years of Home Bank relations with the Dominion Government. I was intending to bring this up myself for a short discussion in the near future but some Government member landed in on the subject today and I only could express my views in a few sentences, under the rules then prevailing.

The Government's object very clearly is to shove ahead and evade if possible all its responsibility in the matter of the Depositor's appeal and at the same time to keep the country in the notion that some alleged neglected duty of Sir Thomas White's is under investigation. Even the depositors do not allege failure of duty on Sir Thomas' part. All of us who know the wonderful thoroughness with which Sir Thomas discharged his duties will gladly come to his assistance now and see that no injustice is done him.

Yours very truly,

M.E. Nichols, Esquire,
Winnipeg Tribune,
Winnipeg, Manitoba.

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CANADA

The Winnipeg Tribune

052259

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WILLIAM SOUTHAM . . . . . President
M. E. NICHOLS . . . . Vice-President and Managing Director

The Tribune aims to be an independent, clean newspaper for the home, devoted to public service.

TELEPHONE A4331
Private branch exchange connecting all departments.

TUESDAY, FEBRUARY 26, 1924.

AN AFFRONT TO PARLIAMENT

Appointment of a royal commission by the federal government to investigate certain phases of the Home Bank crash is a flagrant affront to parliament. It is done with the obvious purpose of avoiding a wide open investigation by a committee of the House.

Parliament in due to meet in a couple of days. The ordinary course for a government would be to submit the matter to parliament with a recommendation either for a parliamentary inquiry or appointment of a commission to establish the facts. Instead of that the government, clearly with the desire to prevent a general investigation, has appointed a commission with a limited scope of inquiry and will greet parliament with the announcement of a fait accompli. Parliament will be told the government, to avoid delay, has lifted the matter out of its hands, and that parliament's only duty is to sit quiet and wait until the commission makes a report, probably for next session. Doubtless that appealed to the government as good strategy. The move has the merit of audacity, but that is all.

Home Bank affairs affect too many people in too vital a manner to permit parliament to overlook the responsibilities which rest upon it. It is the highest tribunal in the land, and there are certain points in connection with the Home Bank it must clear up and decide for itself. Royal commissions, as Canada knows by long experience, bring out what is expected of them and conceal what it is not desired to bring forward. There is no room for half-way measures in the investigation into the Home Bank's affairs. Shareholders and depositors alike expect parliament to inquire deeply and thoroughly and finally, and if parliament shirks this duty by accepting the government's wholly obvious ruse there will be a general public protest.

The purpose of the commission inquiry ordered by the government is quite apparent. The questions laid before it really can be summarized in one, namely: What measure of responsibility can be placed on the late Conservative government for the bank's failure? The present deficiencies of the Bank Act, the question of responsibility for the reports accepted by the government a month or two before the crash came and showed these reports to be wholly fraudulent; responsibility of the directors at various stages of the bank's career—these and other questions are given no consideration. The commission is asked to say only whether or not the Conservative government in 1915, 1916 and 1918 could have made investigations that would have revealed the bank in a dangerous condition.

To elicit a favorable finding on this question doubtless would please the government greatly, but it is not what the shareholders and depositors want, nor what the country as a whole wants. What it is necessary to know is if the government observed proper precautions under the Bank Act when statements that are now known to be fraudulent came from the bank, and if so, wherein the Bank Act is weak enough to permit such a condition to arise. Nothing but a parliamentary inquiry can satisfy this demand. No commission can or will bring out the vitally essential facts. Parliament will be recreant to its duty if it accepts the government's shoddy substitute for a real in-

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052260

135

Ottawa, March 4, 1924.

Dear Mr. Macnab:

Thanks for your letter of the 29th. I had not seen the Tribune editorial before. Curiously enough the Ottawa Citizen here has an editorial today exactly the opposite in effect.

I will very gladly write Mr. Nichols complimenting him upon his stand because I think he is right. For myself I intend to stand right by Sir Thomas in this matter, knowing as I do the thorough capacity with which he discharged all his responsibilities.

Yours very truly,

B.A. Macnab, Esquire,
211 Wilson Avenue,
Montreal, P.Q.

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052261

135

Ottawa, Ont., March 4, 1924.

Dear Mr. Weldon,

Many thanks for yours of the 29th February enclosing statement showing how the members in the City of Toronto, with the exception of the Premier, are interest in the Home Bank. This letter reached me a day or so ago, but I have been so extremely busy in preparing for the work of the Session it has only been today I have found an opportunity of replying.

Yours very truly,

I. E. Weldon, Esquire,
The Home Bank of Canada,
Toronto, Ont.,

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052262

The Home Bank of Canada

TORONTO, February 29. 1924.

PERSONAL

The Right Honourable Arthur Meighen, K.C.M.P.,
House of Commons,
O T T A W A, Ontario.

Dear Sir: RE: HOME BANK

In further pursuance to our conversation of some few weeks ago, I herewith enclose a statement showing how the members in the city of Toronto and the county of York, with the exception of the Premier, are interested in The Home Bank.

The total deposits in The Home Bank were $15,500,000, and the number of depositors about 60,000 people. You will therefore see that the people of Toronto and suburbs had over one-third of the deposits and aggregated over 43% of the total number of depositors in all the branches of the Bank throughout Canada. There was no branch of the Bank in the constituency of the Premier.

While there was a large number of one particular religion who were shareholders of the Bank, the depositors were predominately Protestants.

Hoping this will be of some assistance to you, I am,

Yours truly,
J. E. Weedon

IEW-L.

Encl.

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052263

The Home Bank of Canada

STATEMENT SHOWING LISTS OF DEPOSITORS OF THE HOME BANK OF CANADA IN TORONTO AND YORK COUNTY

NAME OF MEMBER	AMOUNT OF DEPOSITS	NUMBER OF DEPOSITORS	AVERAGE DEPOSIT
Dr.Sheard	$3,096,511.	12,172	$254,31
W.C.Hocken	520,192.	1,723	301.91
Wm. G. McLean	71,981.	387	185.99
T.L.Church	730,940.	3,537	206.65
J.H.Harris	272,894.	2,283	119.53
Hon.Edmund Bristol	94,252.	389	242.29
E.B.Ryckman	552,416.	3,693	149.74
David Spence	116,760.	657	177.71
Sir Henry Drayton	231,620.	1,044	221.85
	$5,687,566.	$25,885.	$1,859.98

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052264

House of Commons
Canada

Ottawa, March 7,1924.

Dear Arthur,-

As suggested in your letter of February 11, I had an earnest conversation with the Managing Editor of the "Vancouver Daily Province". They, of course, are very careful of their editorial comments. However, recently I have had some very much better editorials from them than in previous months and years. We cannot,however, expect too much. They will give to us, I believe, fairly good support and my personal standing with Mr. Burd is of the very best and I shall do my utmost from time to time to influence them in the right direction.

Yours very sincerely,

H. H. Stevens

The Right Hon Arthur Meighen,
Leader of the Opposition,
OTTAWA.

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052265

Stayner March 7. 1924

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To
The Honorable
Mr Meighan M.P.

Dear Sir.-
I have the honor of inclosing the within Resolution, duly passed by the Municipal Council of the Township of Sunnidale, asking that assistance be given the depositors who lost their savings through the insolvency of "The Home Bank of Canada".
Trusting the same will receive your favorable consideration and assistance.

I remain
Yours respectfully
Thos F. Burrows,
Clerk of Sunnidale

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052266

Moved by Councillor Baycroft
Sec. by Councillor Davidson

Whereas the Home Bank of Canada did at the time of its suspension have on deposit at its Angus branch approximately $62000.00 a large portion of which represents the savings of some one hundred people of small means of Sunnidale and immediate vicinity

And Whereas the suspension and subsequent insolvency of the said Bank has caused and is causing serious hardship among many people,

And Whereas this Council is led to believe that the insolvent condition of the Bank was known to the Government for many years, and that it was allowed to continue business because its closing might have occasioned a serious crisis in more difficult times

Be I Therefore Resolved that this Council do hereby respectfully request the Government of Canada to take whatever action may be necessary to insure the depositors full payment of their deposits.

Be It Therefore Further Resolved That a copy of this Resolution be sent to the Prime Minister of Canada the Right Hon. MacKenzie King, the Leader of the Opposition the Honorable Mr Meighan, and to the Honorable Robert Forke Leader of the Progressive party in Canada

I hereby certify that the foregoing is a true and correct copy of a Resolution duly passed by the Municipal Council of the Township of Sunnidale in the County of Simcoe Province of Ontario on the 6th day of March A.D. 1924

Given under my hand and the seal of the above Municipality this 7th day of March 1924

Thomas F. Burrows
Municipal Clerk

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052267

135
Home Bank

Ottawa, March 11th, 1924.

Thos. F. Burrows, Esq.,
Clerk of Sunnidale,
Stayner, Ont.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 7th, enclosing Resolution with regard to the Home Bank. You may rest assured Mr. Meighen will give the representations set forth therein his most careful and earnest consideration when the matter comes before the House.

Yours faithfully,

Private Secretary.

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052268

Home Bank
135

Ottawa, March 10, 1924.

J.E. Addis, Esq.,
Town Clerk,
Alliston, Ont.

Dear Sir:

I have your letter of the 8th March embodying Resolution passed by the Corporation of the Town of Alliston with regard to the Home Bank. Please assure the Corporation of Alliston that I shall give the representations set forth in this Resolution my best consideration and attention.

Yours very truly,

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052269

To.

The Right Hon. Arthur Meighen. Ottawa

"WHEREAS the Home Bank of Canada did at the time of its suspension have on deposit at its Alliston, Ont. branch approximately $368,158. a large portion of which represents savings of some 1500 people of small means of Alliston and immediate vicinity,

"And WHEREAS the suspension and subsequent insolvency of the said Bank has caused and is causing serious hardship among many people,

"And WHEREAS this council is led to believe that the insolvent condition of the Bank was known to the Government for many years, and that it was allowed to continue business because its closing might have occasioned a serious crisis in more difficult times,

"BE IT THEREFORE RESOLVED that this council do hereby respectfully request the Government of Canada to take whatever action may be necessary to insure the depositors full payment of their deposits,

"BE IT THEREFORE FURTHER RESOLVED that a copy of this resolution be sent to the Prime Minister of Canada, The Right Hon. MacKenzie King, The Right Hon. Arthur Meighen, leader of the Opposition, and to the Hon. Robt Forke, leader of the Progressive party in Canada."

Signed on behalf of the Corporation of the Town of Alliston by.

Alliston March 8th 1924

J. E. Addis
Town Clerk

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052278 P.C. 412

PRIVY COUNCIL

CANADA.

SESSIONAL PAPERS NO. 100. 17th March, 1924.

The Committee of the Privy Council have had before them a Report, dated 11th March, 1924, from the Hon. G.P. Graham, for the Prime Minister, submitting that since the publication of the Order in Council of the 23rd February, 1924, (P.C.306) providing for an investigation into the affairs of the Home Bank of Canada, representations have been made to the Government, in the House of Commons and from other quarters as to the advisability of extending the enquiry.

It was explained by the Right Honourable the Prime Minister that, in referring to a Commissioner allegations prepared and presented to the Government by the depositors of the Bank, the Government were possibly going as far as the depositors would think it necessary or advisable, but that in view of the representations now made, the Government was prepared to have the fullest possible investigation made and to authorize the Commissioner to investigate the affairs of the said Bank from the issue of its charter down to the date of its failure.

The Committee of the Privy Council therefore advise that the powers of the Commissioner under the said Order in Council be not limited to the specific years 1915, 1916 and 1918 referred to in the petition of the depositors, but should extend to an investigation of the affairs of the said Bank during the whole interval between the issue of the Bank's charter and the failure

of/

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052271

of the said Bank, including any representations made to the Government of the day, as to its condition, any action taken by any of the Ministers of Finance upon such representations as may have been made, and the effect on the position of the depositors of any audit under Section 56A of the Bank Act if made at any time in consequence of such representations.

In view of additional representations which have been made to the Government that at divers times while the said Bank was in existance deposits were made and afterwards withdrawn by various depositors, under conditions which might require explanation, the Committee of the Privy Council further advise that the attention of the Commissioner be especially directed to this feature in the course of his investigation.

All of which is respectfully submitted for Your Excellency's approval.

(Sgd) E. J. Lemaire,
Clerk of the Privy Council.

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052272

Home Bank 135

Ottawa, March 20, 1924.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge your letter containing resolution passed at a meeting of the Mono Council held on March 14th of this year with regard to the Home Bank, and to say in reply that he will give to the representations set forth therein his most careful and earnest consideration when the matter comes before the House of Commons.

Yours very truly,

W.A. Henry, Esquire,
R.R. No. 1,
Orangeville,
Ont.

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CANADA

Home Bank
A C and R N

052273

The Honorable
Arthur Meighen

Orangeville R R #1

Dear Sir

At a Meeting of Town Council Held on March 14/24 the following resolution was passed
Owing to the insolvency of the Home Bank of Canada which suspended payments on August 1-7/23 has caused and is causing serious Hardships among many depositors Be it therefore resolved that this Council do hereby respectfully request the government of Canada to take what ever action may be necessary to insure the depositors full payment of their deposits

Yours Truly
W A Henry
Clerk Town

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Hon. Mr. Meighen.

052274

DAVID GILLIES, PRESIDENT.

J.S.GILLIES, VICE-PRESIDENT & MANAGING DIRECTOR.

D.A.GILLIES, SECRETARY & TREASURER.

135

GILLIES BROS. LIMITED.

LUMBER MANUFACTURERS

ESTABLISHED 1873.

Braeside, Ont. CANADA. March 24th, 1924.

Honourable Wm. McKenzie King,
Parliament Bldgs.,
Ottawa, Ont.

Sir,- Re -The Home Bank.

I understand that the depositors in the Home Bank are making a concerted effort to have the Dominion Government assume their losses through the failure of this Bank.

This seems to me to be a very dangerous position and to leave the Dominion Government open to very heavy claims in the future. If the losses of investors in a weak or badly managed Bank are to be recouped by the Government then why should not this also apply to losses in Insurance Companies, Steamships, Factories or any other institutions which the Government undertakes to register or inspect.

While I have great sympathy with many of the depositors in this Bank in their losses it does not seem to me that it is the duty of the Government to make good these losses but rather that the duty of the Government should now be to make a searching investigation into the case, and to prosecute in the Courts to the limit any who were either negligent in their duties as Directors or Managers, or who profited dishonestly by their transactions with the Bank. The assumption of the losses to depositors of a badly managed Bank such as the Home Bank would only lead to further slack Bank management and make it more difficult for a carefully managed Bank to compete with such incompetent or irresponsible management.

Our Canadian Banking system has had several severe blows in the last few years, and so far apparently those responsible for the losses have escaped without punishment (e.g. The Merchants Bank and The Bank Nationale).

If the Government does not see that such offenders are properly punished the sufferers might then have good cause for asking that their losses be made good and it is to be hoped that there will be no repetition of the Merchants Bank fiasco in the present instance.

Yours respectfully,
J. S. GILLIES.

JSG:MBA.

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CANADA

052275

135

Ottawa, March 31, 1924.

Dear Mr. Ryckman:

Re: Murdock.

It is suggested you look at case of New Zealand Loan and Savings Judgment of Vaughan, Williams J. ten times L.R. page 371; also at same case in appeal, same volume, page 379. This was in 1894; also at British Hansard of May 12th or 21st, 1894 on the resignation of Mundella ~~and~~ — his own speech.

Yours very truly,

E.B. Ryckman, Esquire, M.P.,
House of Commons,
Ottawa, Ont.

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052276

135

Ottawa, April 2, 1924.

Thos. Goodeve, Esq.,
Colgan, Ont.

Dear Sir:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of Resolution passed by the Council of Adjala with regard to the Home Bank, and to say that he will give to the representations you have made his earnest and careful consideration.

Yours faithfully,

Private Secretary.

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CANADA

Copy

052277

Township of Adjala

J. A. SMALL
CLERK

PHONE 4BR11, TOTTENHAM

COLGAN, ... 192

Moved by Councillor John C Hoyle Seconded by James Ronan
Whereas the Home Bank of Canada did at the time of its Suspension have on Deposit at its Alliston Branch nearly $368,152 a large portion of which represents Savings of some 1500 people of small means of Adjala Twp and immediate Vicinity; And whereas the Suspension and subsequent insolvency of said Bank has caused and is causing serious hardships among many people, And Whereas this Council is led to believe that the insolvent Condition of the Bank was known to the Government for many years and that it was allowed to continue business because its Closing might have occasioned a serious Crisis in more difficult times
Be it therefore resolved that this Council do hereby respectfully ~~submit~~ request the Government of Canada to take whatever action may be necessary to insure the Depositors full payment of their Deposits. Be it therefore further resolved that a Copy of this Resolution be sent to the Prime Minister of Canada the Right Honorable W. L. Mackenzie King, the Leader of the Opposition and to Right Honorable Robt Forke, Leader of the Progressive Party of Canada

(Seal) J A Small Clerk Thos Goodeve Reeve

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052278

The Home Bank of Canada

OFFICE OF THE GENERAL MANAGER

Toronto

April 12,1924.

Rt.Hon.Arthur Meighan, Esq., K.C., M.P.,
House of Commons,
OTTAWA, ONT.

Dear Sir:-

RE: HOME BANK.

I herewith enclose you Factum in this matter. I hope this will be of some assistance to you in arriving at a better understanding of our case.

As you will see, we have endeavoured to keep the matter entirely out of politics.

Yours truly,

J. E. Weldon

Secretary, Home Bank Depositors' Relief Committee.

IEW/HC

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CANADA

052279

135

Ottawa, April 15, 1924.

Dear Sir:

Many thanks for yours of the 12th inst. enclosing statement on behalf of the Home Bank depositors. I shall give this careful consideration.

Yours very truly,

I.E. Weldon, Esquire,
Secty., Home Bank Depositors Relief Committee,
Toronto, Ontario.

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052280

135

Ottawa, Ont., April 18, 1924.

CONFIDENTIAL

My dear White,

Drayton was called on the Home Bank enquiry this morning. The official reporters for the investigation are Nelson Butcher and Company, of the Temple Building, Toronto. I think it would be well for you to get at the earliest possible minute a copy of Drayton's evidence so that if he has admitted anything that ought to be covered you will have an opportunity of covering it, and also, of getting the benefit of his memory.

Yours very truly,

The Honourable,

Sir Thomas White, K.C.M.G.,

Toronto, Ont.,

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052281

Ottawa, Ont., April 18, 1924.

Dear Mr. Hobson,

You will think it strange that I did not see you again on Wednesday as promised. I arranged with Sir Henry Drayton to see you, and he agreed to do so, but was subsequently summoned to give evidence in the Home Bank matter, and this so absorbed his mind that he failed to call upon you. I was sorry when he so informed me, and write merely to make explanation.

Yours very truly,

Robert Hobson, Esquire,
Steel Company of Canada Ltd.,
Hamilton, Ont.,

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052282

135

Ottawa, Ont., April 18, 1924.

Dear Sir Thomas White,

I suggest that you have Mr. Starr or Mr. Nesbitt get from the Home Bank Commission Stenographers - Nelson Butcher and Company, Temple Building, Toronto, - a copy of the evidence given by Drayton yesterday.

I have just heard of your return, and I am very glad you are back. I am sending you Hansard containing the Home Bank discussion. I had no intimation until I was on my feet and in the midst of my speech that the original correspondence, of which you sent me a copy, had not been returned by you to the Finance Department. However, I have no doubt you had sufficient reason for not returning it. Also I had not known before that it was sent up on a suggestion of Sir Henry Drayton. You will observe that I did not in this debate quote any of the correspondence. My idea was to hold it until such developments would come as to enable me to use it with better effect.

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Would very much like to see you on this subject, but even more on conditions generally. Please let me know by wire if you will be home Sunday. If so it may be possible for me to go up.

Yours very truly,

The Honourable,
Sir Thomas White, K.C.M.G.,
Toronto, Ont.,

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052284

The Steel Company of Canada Limited,

Hamilton, Canada

Office of the President

April 19, 1924.

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Rt. Hon. Arthur Meighen,
House of Commons,
Ottawa, Ontario.

My dear Mr. Meighen;-

I thank you for your letter of the 18th inst.

I also had a letter this morning from Sir Henry Drayton explaining matters.

I have got to be in New York the end of next week, but hope to get back to Ottawa right after my return. In the meantime, if anything turns up requiring information, will you please be good enough to telegraph Mr. R.H. McMaster and he will come to Ottawa at once.

Yours very truly,

Rob Hobson

J.

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CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Mes[illegible]	Nite
Night L[illegible]	N L

If none of t[illegible] three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

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RT HON ARTHUR MEIGHEN

OTTAWA

WILL BE HOME TOMORROW BUT EXPECT TO GO OTTAWA NEXT WEEK BEST REGARDS

W T WHITE.

710P

135

Next Monday
Apl 21/24
aewm

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CANADA

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Ottawa, May 22, 1924.

Sir Thomas White,
Dominion Bank Bldg.,
Toronto.

Dear Sir Thomas White:

I thank you for sending me your reply to Mr. Lafleur's argument. This I had not previously seen in the press; particularly the distinction you draw as to the Farmers' Bank case and the Home Bank case is pertinent and immensely important.

Let me take the occasion to congratulate you on the manner in which you have handled the entire affair. No reasonable person, and very few sensible persons could now question either your entire good faith or the exercise of good judgment on your part under all the circumstances.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

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CANADA

052287

Sir Thomas White
Barrister-at-Law

Dominion Bank Building
Toronto

My dear Meighen

Please read this clipping carefully and note distinction between Home Bank and Farmers Bank cases.

Yours sincerely

T. White

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

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052287

Sir Thomas White
Barrister-at-Law

Dominion Bank Bu
Toronto

My dear Meighen

Please read this clipping carefully and note distinction between Home Bank and Farmers Bank cases.

Yours sincerely

T. White

SIR THOS. WHITE'S REPLY

TO MR. LAFLEUR'S ARGUMENT

Points Raised by Government Counsel in Argument Are Explained for the Commissioner.

Sir Thomas White has sent the following to Eugene Lafleur, K.C., Montreal, counsel for Royal Commission which has been inquiring into the Home Bank collapse:

"In closing my argument I reserved and was granted by the Commissioner the right to file a brief written or telegraphic reply should counsel for the Government raise any matter not in evidence upon the record. Please convey to the Commissioner the following reply to your argument:

"'Reply—Mr. Lafleur referred to finding of Chief Justice Meredith in Farmers Bank case. That finding was that the Treasury Board did not do what it was incumbent upon the Treasury Board to have done under the Statute. The Bank Act is mandatory as to what the Treasury Board shall do before issuing its certificate permitting a bank to engage in business. The section of the Act under which I acted is permissive, that is to say, the action to be taken by the Minister is discretionary and not obligatory as in the case of the Treasury Board.

FOR PARLIAMENT ALONE

"'Mr. Lafleur argued further that I am in error as to the meaning of the Order-in-Council as to justification for investigating through an outside auditor. My submission is, and has been, that any pronouncement by your Lordship upon the question of justification or so-called error of judgment suggested by Government Counsel would be to bring under determination by your Lordship the unconditioned discretionary Executive action of the Minister for which he is responsible only to Parliament and the Canadian people. This would only be a roundabout way of doing what Mr. Lafleur says he is not asking your Lordship to do and which he admits is for Parliament alone, namely the question of negligence or no negligence on the part of the Minister.

LET PUBLIC HAVE FACTS

"'Mr. Lafleur says he is surprised at my raising the point. My contention is and has been, that I desire Parliament and the public to have the facts and draw any conclusions they may reach upon those facts. What I have argued against is an expression of personal opinion on the part of the Commissioner which, with much respect to your Lordship, can be only personal and have no judicial quality or weight because of lack of jurisdiction under the Inquiries Act or the law of the Constitution. I submit that under the Inquiries Act, your Lordship is strictly limited to reporting to the Government the facts, that is to say, what occurred and what was done. It will then be for Parliament and the public to decide as to my action as Minister.'"

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052289

Federated Trades
of
Canadian Pacific Railway Employees
Montreal Council

Right Hon. Mr. Meighen
Leader of Conservative Party

MONTREAL, May 22nd. 192 4
1672 De La Roche Street

At the last regular meeting of the above council representing 7000 C.P.R. Employees, held on Monday May the 19th. The following resolution was unanimously adopted.

WHEREAS, Through the failure of the Home Bank to meet its obligations many of the Labor Organizations in Canada, together with a number of their members and families, have suffered considerable hardship and monetary loss, and

WHEREAS, Banking corporations throughout the Dominion operate under a charter and presumably under the control of the Parliament of the Dominion of Canada and are supposed to be regulated under provisions at the disposal of the Minister of Finance, and

WHEREAS, Recent disclosures before the Royal Commission, investigating the causes leading up to the failure of the Home Bank, lead us to believe that the Government, through the Department of Finance, has failed in its duty to protect the interest of the depositors of the Home Bank and . are therefore responsible for its collapse and the hardship, misery, and suicides that have followed in its wake.

THEREFORE BE IT RESOLVED, That we call upon the Government to take over the wrecked ~~bnk~~ bank, and recompense the depositors one hundred cents on the dollar, and hopeing this will be done . m

I Remain
Yours Truly
Frank Walsh
Secretary

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Porter, Butler & Payne
Barristers, Solicitors,
Notaries Public, Etc.
E. Guss Porter, K.C., M.P. E. J. Butler.
Chas. A. Payne.

Drawer 160

Telephone 87

Offices—Robertson Block, 219 Front Street.
Solicitors for the Union Bank of Canada.

052290

Belleville, Ont., 24th May, 1924.
Canada.

135

The Right Honourable Arthur Meighen,
House of Commons,
Ottawa, Canada.

My dear Mr. Meighen:-

As I was leaving Ottawa yesterday Mr. Archambault, chairman of the Select Standing Committee on Privileges and Elections saw me and asked me to give him a list of witnesses I desire to call in the Murdock investigation. I was on my way to the train, and could not give it to him then, and will not be back to Ottawa until Monday night, and he wants to call the committee together some day next week. I have been thinking over the matter and while I have not got the names of the witnesses I think that it will be necessary for us to call the following,-

1. Clarkson to produce the books of the H. B. or the ledger sheets showing Murdock's account and Mrs. Murdock's account from the 15th of June, 1923 to 17th August, 1923 inclusive and to produce all cheques drawn on these two accounts between those dates and also to produce the Assignment or Court Order for liquidation of the H. B.

2. The Teller and Manager of the H. B. Ottawa branch who were on duty on the 15th and 16th of August 1923.

3. Mrs. who was a clerk in the H. B. on the dates in question, and who is now married to some man in the Canadian National Telegraph Offices in Ottawa. Senator Robertson

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will know her name.

4. Deposit Clerk in Royal Bank who received the deposit from Murdock on the 15th of August.

5. The Official in the Royal Bank who returned the deposit through the Clearing House on the 16th.

6. Clearing House Official who returned money to H. B. on the 16th.

7. The Directors of the H. B. who saw the Premier at his home and who went to Montreal.

8. Honourable J. A. Robb who accompanied the Directors to Montreal and who was present at the interview in Premier's house.

9. Editor or Official of Ottawa Citizen to prove publication in paper of the charges of the 20th of February.

10. Editor or Official of Mail & Empire to prove charge in that paper.

11. The Prime Minister.

These I think will cover the matter at least for the first meeting at any rate. I have not these names or any information regarding them excepting through Senator Robertson, and I will be very glad if you would have these names secured on Monday for me, so that I can hand them to Archambault, so

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that we may not be charged with delaying the investigation.

I will be down on Monday night and will see you on Tuesday.

Yours truly,

EGP-A.

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052293

135

Ottawa, May 29, 1924.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge resolution dated 22nd May passed by the Federated Trades of the Canadian Pacific Railway Employees with reference to the Home Bank and to say in reply that he will give to the representations therein set forth his careful consideration, if the matter should come up in the House of Commons for discussion.

Yours faithfully,

Frank Walsh, Esquire,
Secretary, Federated Trades of the Canadian Pacific Rly. Employees,
1672 De la Roche Street,
Montreal, P.Q.

Private Secretary.

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052294

ROBERT A. REID, LL.B., D.C.L.
Advocate, Barrister,
Counsellor at Law.

TELEPHONE ADELAIDE 263

CABLE ADDRESS, "REIDLAW, TORONTO."
(ALL STANDARD CODES USED)

KENT BUILDING, 156 YONGE STREET,
TORONTO, CANADA.

June 2nd, 1924.

Rt. Hon. Arthur Meighen, R.C., M.P.,
House of Commons,
Ottawa.

Dear Mr. Meighen:-

I enclose herewith copy of a letter which I forwarded to Mr. Porter by today's mail.

I think some research and investigation for precedents should be made at once in order to ascertain the extent of a Cabinet Ministers' right to refuse to testify before the Committee on Privileges and Elections regarding matters concerning the honor of a member of parliament who also happens to be a member of the Cabinet; and who has made use of the knowledge and information which he has secured in the Cabinet room for his own personal profit and advantage

If I can discover anything in the law of evidence concerning this question before the hearing on Wednesday I will hurry a memo along today or tomorrow.

Sincerely yours,

Robert A. Reid

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052295

ROBERT A. REID, LL.B., D.C.L.
Advocate, Barrister,
Counsellor at Law.

TELEPHONE ADELAIDE 263

CABLE ADDRESS, "REIDLAW, TORONTO."
(ALL STANDARD CODES USED)

KENT BUILDING, 156 YONGE STREET,
TORONTO, CANADA.

Copy

Toronto, Ont., June 2nd, 1924.

E. Gus Porter, Esq., K.C., M.P.
House of Commons,
Ottawa, Ontario.

Dear Mr. Porter:-

I met Mr. Weldon, one of the liquidators of the Home Bank in Ottawa a few days ago, and he intimated that you would like to have me call and see you regarding the Murdock matter. I went to the House of Commons and found that you were laid up at yourhome with rheumatism so I thought I would write you a few lines which you will receive before the hearing on Wednesday next.

I do not think that I can add very much to the information already in the possession of Mr. Meighen and others concerning the Murdock affair. You will of course be familiar with the evidence of Premier King, and Mr. Robb, the Finance Minister, and my cross examination at the Home Bank inquiry before Chief Justice McKeown.

You will also note Mr. Robb says that it was Mr. Saunders, the Deputy Minister of Finance, who was present at the conference at the residence of the Prime Minister and not Mr. Low. Of course you will have to ascertain this by having Mr. Saunders called as a witness, and find out from him what took place at that meeting. You will also see from the evidence that Mr.J.F.M. Stewart, one of the Directors of the Home Bank had the first interview with a Cabinet Minister on August 14th,1923, or it may have been on the evening previous, August 13th, 1923, and the Cabinet Minister was the Honourable George Graham, the Minister of Railways.

I am also informed that it is just possible Mr.R.P.Gough, formerly one of the directors of the Canadian National Railway and also a director of the Home Bank, had an interview with the Honorable Mr.Graham, on or about these dates. This of course you will have to establish by evidence.

It is also well to remember that Mr. Calvert, the Assistant Manager of the Home Bank was also in Ottawa at the time that the other directors were there in connection with the conference with the Government. and that it was his statement as prepared which was laid before the Government. I notice, however, that hehhas not been supoened as a witness and it might be well for you to have him at the hearing.

Another point worth remembering is that on May 7th, 1923, Mr. G.T. Clarkson, Liquidator of the Home Bank, wrote a letter to Mr. Murdock demanding repayment of the $4000. and Murdock did not answer the letter until May 14th,1923, this latter date being the day on which the withdrawal of the Murdock money from the Home Bank was referred to in the evidence taken

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052296

ROBERT A. REID, LL.B., D.C.L.
Advocate, Barrister,
Counsellor at Law.

TELEPHONE ADELAIDE 263

CABLE ADDRESS, "REIDLAW, TORONTO."
(ALL STANDARD CODES USED)

KENT BUILDING, 156 YONGE STREET,
TORONTO, CANADA.

E. Gus Porter, Esq., K.C., M.P. -2-

on that day before Chief Justice Mckeown at the Home Bank inquiry, (see the evidence of Mr. Robb.) this would seem to show that Murdock had the letter for seven days before even acknowledging receipt of it, and that when he had noticed by the newspapers or from some other source that the matter had been opened up before the Royal Commission he rushed off to his desk and wrote a letter to Mr. Clarkson enclosing a cheque for $1000. on account of the repayment demanded.

The story concerning the withdrawal as I understand it is briefly as follows: After Murdock had learned at the Cabinet meeting on Wednesday, August 15th,1923, about the condition of the Home Bank and the conference held at the Prime Minister's house on the evening previous having been reported to this Cabinet meeting Murdock went around to the back door of the Home Bank in Ottawa, after banking hours, about 3.30 p.m. I am told on that same afternoon, and the Manager had to open strong-boxes or vaults in order to get him bank notes or money with which to pay him the amount of his deposit which he demanded. Murdock refused to take a certified cheque and the manager gage him four packages of Home Bank notes, being one thousand dollars in each package. The manager took the numbers of the packages of the bank bills which he gave to Murdock. Murdock went around either that afternoon or the next morning to the Royal Bank and deposited these same four packages just as they had been given to him by the Home Bank Manager, and these same four packages came back through the Royal Bank Clearing to the Home Bank the next morning with the ends torn off each packages, which was done apparently to count the bills. It is also said that some person took a photograph of each of these packages of bills.

The name of the Manager of the Home Bank at Ottawa at this time, where Murdock had his money, was a Mr. Johnston, and I am informed that he has made an affidavit concerning the fact. You had also better see and interview Mr. Blacklock, of the House of Commons Press Gallary, and I think you can find him in room 334 House of Commons, he will be able to give you some more information

I recently heard another story concerning some withdrawals from the Home Bank Branch at Arnprior, I understand this town is in the constituency represented by the Hon. Thomas Low, and it is said that he telephoned to some prominent friends, liberals, there, after he learned of the Home Bank trouble and that they also immediately drew out their money before the day of the crash came, on August 17th, 1923. You will have to verify this by getting the list of withdrawals from the Arnprior Branch a few days before the failure, and try to connect up the story in some way, by reference to the parties and their interests.

If I can be of any further assistance please let me know.

Sincerely yours,

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W.P.

The Financial Times

MONTREAL

052297

June 2nd., 1924.

Rt.-Hon. Arthur Meighen, K.C.,
Parliament Buildings,
Ottawa, Ont.

Dear Mr. Meighen:-

We are enclosing copy of an editorial that appeared in the current issue of The Financial Times, in which reference is made to the charges against Mr. Murdock, as we thought you might be interested in the opinion expressed. We are sending a copy also to Mr. Porter.

Yours very truly,

Harvey H. Black

HHB/MW.

EDITOR, THE FINANCIAL TIMES.

not attached

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135

Ottawa, June 3, 1924.

Harvey H. Black, Esq.,
Editor, Financial Times,
Montreal.

Dear Mr. Black:

Thanks for yours of the 2nd enclosing editorial which appeared in the Financial Times under the heading "Parliament, Its Honor and the Country". I appreciate very much the terms of this editorial.

Yours faithfully,

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052299

135

Murdock.

Ottawa, June 5, 1924.

Dear Mr. Reid:

Thanks for yours of the 2nd instant, enclosing copy of letter you have written Mr. Porter on the Murdock case.

Yours very truly,

Robert A. Reid, Esq., L.L.B., D.C.L.,
Kent Building,
156 Yonge Street,
Toronto, Ontario.

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052300

A 135

Ottawa, June 5, 1924.

Roland Denne, Esq.,
Peterboro, Ont.

PRIVATE

Dear Mr. Denne:

At the inquiry into the conduct of Mr. Murdock this morning he (Murdock) went in to give evidence, and stated that on the 9th August, 1923, G.N. Gordon, M.P., for Peterboro, was in his (Murdock's) office in Ottawa, and in conversation with Murdock on other matters intimated to him (Murdock) that he had information as to the impending failure of the Home Bank, and that following this intimation from Mr. Gordon, he (Murdock) made his hurried withdrawal on the 15th. Would you be good enough to find where Mr. Gordon was on 9th August, 1923, and also on two or three days before and after. Please spare no pains to do this, and advise me by telephone just as quickly as you can. I may say that from information we have it is very difficult for us to believe that any intimation whatever was given by Mr. Gordon.

This is of the greatest importance. I feel sure you will be able to trace the matter, and no time should be lost.

Yours very truly,

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052301

ROBERT A. REID, LL.B., D.C.L.
Advocate, Barrister,
Counsellor at Law.

TELEPHONE ADELAIDE 263

CABLE ADDRESS, "REIDLAW, TORONTO."
(ALL STANDARD CODES USED)

KENT BUILDING, 156 YONGE STREET,
TORONTO, CANADA.

June 6th.1924.

Rt.Hon.Arthur Meighen K.C.,M.P.,
House of Commons,
Ottawa,Ont.-

Dear Mr Meighen:-

I wrote Mr E.Gus Porter yesterday giving him the name and present address and whereabouts of the former manager of the Home Bank branch at Ottawa, who knows all about the Murdock withdrawal from the Home Bank

I have today learned of the present address and whereabouts of the former accountant at the Home Bank branch in Ottawa. He knows all the details of the withdrawal by Murdock, and is the man who had to open what they call the "treasury" of the branch in order to get the bank bills or money for Mr Murdock, after he refused to take a certified cheque.

His name is H.K.Munroe,and he is at present employed in the branch of the Bank of Montreal at Leamington, Ontario. You had better arrange to have him served with a subpoena and send him his railway fare and expense money.

Mr Porter will probably advise you as to the interview which I had with the former manager named C.E.Johnston, now employed at the Capital Trust Co.here. He informed me that Murdock did not withdraw the money after banking hours,but that he had to get him the real money and refused a certified cheque. Ask Porter to show you my letter to him of yesterday.

The fact that all the employees of the Ottawa branch of the Home Bank lost all their money in the bank on deposit shows that they had no knowledge of the condition,and that Murdock had some important inside information which he got that same morning after the Cabinet meeting on August 15th.1923. All his actions show that the mind sinister was working overtime.

Sincerely Yours,

Robert A. Reid

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CANADA

052302

135

Ottawa, June 7, 1924.

Robt. A. Reid, Esq., L.L.B., D.C.L.,
Kent Bldg.,
Toronto.

Dear Mr. Reid:

I am directed by Mr. Meighen to acknowledge receipt of your letter of the 6th inst., which reached him just as he was about to leave for the week-end, and to thank you for sending him this information.

Yours faithfully,

Private Secretary.

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052303

George C. Leitch, Manager for Alberta
G. M. White, Cashier.

ANGUS CAMPBELL
PROVINCIAL INSPECTOR

IN REFERRING TO POLICIES, GIVE THEIR NUMBERS.

The Imperial Guarantee & Accident Insurance Company of Canada

HERBERT C. COX, President.
NOEL MARSHALL, Vice President.
E. WILLANS, Managing Director.
FRANK W. COX, Secretary.

Head Office, Toronto.

37 Canada Life Bldg.
Calgary, Alberta.

June 7th, 1924.

Right Hon. Arthur Meighen, P.C., K.C., M.P.
House of Commons,
OTTAWA, Ont.

Dear Mr. Meighen:-

I see the Committee on Privileges and Elections are very likely to whitewash Mr. Murdock the Minister of Labor. This is the course the Grits always take when one of their own friends is charged with a misdemeanour. I would like you to look up the speech of the late right Hon. Sir John S. D. Thompson made in the Session of ~~1893-4-or-it-m~~ 1893 -4, or it may have been 1892-3, with regard to the charges preferred at that time against Charles Ryskart, M.P. for Lincoln. Mr. Rykart was only an ordinary member of Parliament, but Sir John Thompson took the ground that if there was a shadow of a doubt he would not tolerate his presence in the House and therefore moved his expulsion from it and he was expelled. Now we have a Minister of the Crown being whitewashed by the same party that cried out so loudly years ago. I thought you might be able to make good use of this . Hoping you are well and with very kind personal regards, I remain

Dear Mr Meighen,

Yours sincerely,

Angus Campbell

You might also note the case of Mr. Hays afterwards & quote the letter Hays wrote. For my little part I intend to tell you personally & privately what I think of the Premier's action in this matter. A.C.

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2

052304

37 Canada Life Building,
Calgary, Alberta,
June 7th, 1924.

Rt. Hon. Arthur Meighan, P.C., K.C., M.P.
House of Commons,
OTTAWA, Ont.

Dear Mr. Meighan:

I wrote you very hurriedly this morning regarding the attitude the Government were assuming with regard to the charges against the Hon. Mr. Murdock. Since then I have had an opportunity of consulting Hansard in our library here and I find that Mr. Rykert's case came up in the session of 1890 and Sir John spoke pages 570 and 576, Vol. 1, and Mr. Dalton McCarthy on page 574, Vol. 1, of the session of 1890.

The late Senator Corby and formerly member for West Hastings, his resignation took place in the session of 1894. The charges, I think, were ~~xxxxxxxx~~ made by the late Hon. J. D. Edgar. I though t this information would make it easier for you to look up the references should you decide to to do so. I know you will

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052305

Rt. Hon. Arthur Meighan 7/6/24

appreciate my good intentions in this matter in any event.

With very kind personal regards, I remain

dear Mr. Meighan,

Yours very sincerely,

Angus Campbell

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CANADA

052306

135

Ottawa, June 12, 1924.

Dear Mr. Campbell:

Your two letters, with regard to the Murdock case, reached me in due course. Thanks for giving me the page numbers etc. I had known of the debate to which you refer but the additional information was very valuable.

This morning the committee whitewashed the Minister in question as indeed we always expected they would.

Yours very truly,

Angus Campbell, Esquire,
37 Canada Life Building,
Calgary, Alta.

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052307

Brotherhood of Railway Carmen of America

ST. MARY'S LODGE No 234

MONTREAL, June the 20/24 92

Honorable Sir

At the last regular meeting of the above Local representing 2500 C.P.R.Employees The following resolution wasunanimously adopted

WHEREAS.Through the failure of the Home Bank to meet its obligations many of the Labor Organizations in Canada,together with a numberef their members and families,have suffered considerable hardshipand monatery less and

Whereas.Banking corporations throughout the Dominion operate under a charterand presumaly under the control of the Parliment of the Dominion of Canada and are supposed to be regulated under provisions at the disposal of the Minister of Finance and

WHEREAS .Recent disclosures before the Royal Commission invistigatin the causes leading up to the failure of the Home Bank lead us to beleive that the Government through the department of Finance ha failed in its duty to protect the interest of the depositors of the Home Bank and are therefore responsible for its collapse and and the hardship misery that have followed in its wake

Therefore Be It Resolved.That we call upon the Government to take over the wrecked bank and recompense the depositors one hundred cents on the dollar and hoping this will be done

I remain

Yours truly

C. Wilson

Secretary

485 Fullum St

Mont.

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CANADA

052308

135

Ottawa, June 23, 1924.

C.M. Gripton, Esq.,
R.R. No. 1,
Niagara-on-the-Lake,
Ont.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 21st inst., with regard to the Home Bank and to say that he will give careful consideration to the representations you have made.

Yours very truly,

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R.R. No 1 052309
Niagara-on-the-Lake. Ont
June 21st - 1924

Right Hon. Arthur Meighen
Leader of the Opposition
Ottawa

Dear Sir Re. Home Bank

The evidence shows that the Finance Dept. did not heed the warnings of the unsound condition of this now defunct bank. but allowed it to continue taking deposits for some years after it should not have done so.
This also gave the insiders time to unload their stock on innocent purchasers.
The stock transferred after the Finance dept received warning placed the purchasers in a worse position than the depositors, as the stock was not only worthless, but worse than worthless as it carried the sting of double liability.
The Finance Department would not allow the bank to

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failed during the war in the general interests of Canada.
The shareholders who acquired stock in these later years should receive consideration as well as the depositors.

Very sincerely

C. M. Gripton
R.R. 1
Niagara-on-the-Lake
Ont.

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CANADA

052311

135

Ottawa, June 26, 1924.

My dear Sir Thomas:

I appreciate your letter of the 21st June and certainly agree with every word in it. Our friend Lucien Cannon made a nasty, rather cowardly reference to yourself last night in the House. He followed up though with similar remarks regarding many others.

Last night I think was the most disgraceful I have ever seen in the House of Commons by way of conduct from a great party. The Government's side simply bellowed their pro-Murdock programme through after the manner of a bar room mob.

Yours very truly,

Sir Thomas White,
Dominion Bank Bldg.,
Toronto, Ont.

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CANADA

~~052312~~

Personal

Toronto

June 21st 1924

My dear Meighen

I have carefully read Judge McKeown's Report in the Home Bank Inquiry and fail to find in it that he decided that I should have made an investigation through an outside auditor. What he did that he should not have done was to answer in the affirmative the tricky and equivocal

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question "Was there justification for exercising the powers given the Minister under Section 55A of the Bank Act". This section gives power in the Ministers discretion to call for a report from the Bank's auditor or to select some other auditor. I did the former and also called for a report from the Board under Section 113. The question of justification was for the Minister and Judge McKeown does not find that I should have

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adopted the alternative course.
By answering the question at-
all he has given my
opponents the chance to argue
that as I was justified
(according to him) in borrowing
the powers under 56 A I
should have engaged an
outside auditor instead of
engaging the Bank's auditor.
I suggest that you read
the report carefully and
have Sir Henry Drayton,
Stevens and other members
do likewise. If the
Government introduces a
measure for relief based
in any way upon
supposed neglect on my

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part the Bill should in my
view be opposed. The public
are behind me in this matter
and look upon the attack
made upon me as unfair
and unworthy. If the
Government desires to aid the
depositors why should they
not have introduced a Bill
on compassionate grounds
and not seek to ground
it upon alleged irregularities
on my part in 1916-18.
I have reason to believe
that the Report has fallen
very flat and the general
public are I hear
very much opposed to
the persecution to which
I have been subjected
in this matter. Yours truly

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Ottawa, July 4, 1924.

Dear Sir;

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 20th June, embodying resolution passed the St. Mary's Lodge No. 234 of the B. of R.C. of A. with regard to the Home Bank, and to assure you that he will give to the representations set forth in this resolution every consideration should the matter come before the House of Commons.

Yours faithfully,

Private Secretary.

C. Miron, Esq.,
Secretary, St. Mary's Lodge No. 234,
B. of R.C. of A.,
485 Fullum St.,
Montreal, P.Q.

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Ottawa, July 5, 1924.

Sir Thomas White,
Dominion Bank Bldg.,
Toronto.

My dear Sir Thomas:

Even in your seclusion I must acknowledge your kind letter of the 2nd. Cannon's remarks fell on unreceptive ears. The Government will not be able to create a feeling against you no matter how they try. I hope though they will live to regret even making the attempt.

Trusting you fully appreciate the significance of the last sentence,

Yours very truly,

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Private

Port-Carling
Muskoka Ont.
July 2, 1924

My dear Meighen

Thanks for your last letter which has reached me here at my summer home. I do not in the least mind Cannon's attack although I must say the House of Commons has decidedly changed when the personal business of an ex-Minister who has been out of office and active politics for five years is made the subject of debate. I have heard that I may be further criticized because as one of the Counsel for the Bankers Association I did not appear before the Banking & Commerce Committee. I am particularly desirous that the Conservative party and yourself should not feel it necessary to reply to any such personal attack which will fall by its own weight as the public have a sense of what is fair and just. I think therefore if any such personal

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question arises you should simply ignore it - or merely state that it is a matter of private professional business between myself and my clients. For your own information however I may say that I was retained as counsel for the Association in 1921 and acted for them in that year and in 1922 and 1923. During the first two years I was busily engaged advising upon many legal and financial matters which arose during that period - particularly the Bankruptcy Act, legislation of consequence of Govt. debts etc. In 1923 I was engaged for six months - practically my entire time in advising both regarding the Finance Act 1923 and the Bank. Act. Neither of these was a partisan measure. We desired to assist Mr Fielding in framing legislation which would be of service to the business of the country and to so improve the Bank. Act as to safeguard as far as possible depositors and the public generally. The Association did not oppose in any way the Memorials devised. On the contrary they

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announced publicly their willingness and desire to fall in with any proposals he might make to strengthen the Bank Act. He was strongly opposed to Bank inspection and so announced. Personally I was in favour of it but of course the Association being my client I did not press it beyond a certain point. It would have been absurd for their Counsel to appear before the Banking Committee especially as they take no part in discussion. The Bank Act was a Government measure and presumably the Government could make such alteration as it desired. Scottish and Symington were in opposition both Liberals and Professors. Conservatives only desired a good measure and were disposed to assist the Minister in a non-partisan way. There was therefore no lobbying or use of political influence in any way. Personally I spoke to no members about the Bill. I was busily engaged 1st in considering and advising upon the Finance Act (92) and 2 ndly considering with the Executive of the Association at Montreal and Toronto the numerous amendments proposed from time to time in Committee. I was more or less continuously in Con-

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Sydenham with a sub-committee of the Association in Toronto and was at Ottawa a good deal advising with Geoffrion and Aylesworth. The former pointed out to the Minister the objections and anomalies of several sections of the Bill as brought down by Mr Fielding and of the numerous and far-reaching amendments proposed. I did quite as much work as either Geoffrion or Aylesworth and even more because they had nothing to do with the Finance Act. The foregoing is of course quite private as relating to the business of a client but I have thought it desirable that you should know the facts. As it is probable that Mr Ross, Secretary of the Association has discussed the matter with Mr Stevens you might have a talk with the latter. On the whole I think it better that no reply (except that it is private business) should be made to any criticism in the House as I do not wish the party to assume the duty of meeting any attack

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upon me in my private capacity,
The important points in any
general reply would be (1) The Bank,
Rest - a non-partisan measure (2)
a Government measure (3) All parties
including the Banks desirous of
assisting the Minister (4) Counsel
taking no part in discussion in
Committee. Should the matter be
deemed of sufficient importance
to warrant a statement of that
I dip you might ask Mr Stevens
to have Mr Ross do this publicly.
I think you had better see Mr
Stevens and acquaint him
with my views before any
discussion occurs. I confess
I find it difficult to understand
political malevolence has pursued
a man into private life. Can
you imagine any question being
raised as to E.N. Macdonald
and A.K. Maclean acting for

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the Dominion Iron & Steel Company
or of Aylesworth, say, after
1911 taking up any proposed
work he might desire. I re-
member in 1915 informing the Dominion
Iron & Steel Company that I should
listen to hear Neil Macdonald (who
had been a fellow-member) argue
before me their dispute with
the Nova Scotia Company & some
other Company and the Fuel
Controller and he did argue
it before me. However this is all
by the side. By the way these
legal fees that seem large are
not. So when overhead and
income taxes are deducted. My
income tax (Federal and municipal)
last year was $10,000 odd. Once
a man becomes liable to the
heavy superfain his fees must

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large of he is to have any thing left. It took me the first five months of last year to pay off the expenses and taxes. Sorry to trouble you with so long a letter to which no reply is necessary.

Look Kind regards,

Yours sincerely

R. Clark.

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Rt Hon
Arthur Meighen M.P.
Ottawa

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Ottawa, July 5, 1924.

Dr. J.L. Chabot,
170 Laurier Ave. East,
Ottawa.

Dear Dr. Chabot:

I have your letter of the 3rd inst. The delegation on behalf of the depositors of the Home Bank duly called on me and I hadad very satisfactory interview with them.

Yours very truly,

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170 LAURIER AVENUE EAST,
OTTAWA.

July 3rd, 1924.

Dear Mr. Meighen:

I regret that I am unable to accompany the delegation which is calling on you tomorrow in the interest of the depositors of the Home Bank.

I trust you will see your way clear to not oppose the moral claim of the depositors for full re-imbursement. A very great number of them are my personal friends.

Sincerely,

J.P. Chalot

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WHERE THE MONEY GOES

.....

(Extracts from Hansard)

-RE HOME BANK ENQUIRY-

Questions by Mr. Harris-- Answers by Hon. Mr. Lapointe

Q. What counsel on the Home Bank enquiry are paid by the Government?

A. Eugene Lafleur, K.C. and H.J.Symington, K.C.

Q. What fees and expenses are allowed each of the counsel so employed?

A. Mr. Lafleur received $250 per day and his expenses; Mr. Symington's fees have not been stipulated.

Q. What legal firm is Mr. H.J.Symington, one of such counsel, a member of?

A. The firm of Hudson, Ormond, Spice and Symington, of Winnipeg.

Q. Has such legal firm acted for the Union Grain Grower's Company of which Mr. T.A. Crerar is president?

A. The Government is not informed.

.....

H.J. Symington, K.C.

(Extract from Hansard)

Question by Mr. Harris- Answer by Mr. Low-

Q. What amount was paid H.J.Symington, K.C., in connection with the Great Lakes Rates Enquiry as (a) fees; (b) Expenses?

A. Total amounts paid from January 31st to April 12th, 1923 are;-

Remuneration	Per diem allowance	Expenses
$9,450	$705	$471.43

Issued by Liberal-Conservative Organization Committee,
Ottawa, June 30, 1924.

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Case For The Home Bank Depositors

Summary of evidence in connection with Home Bank, from its inception to time of suspension, also of arguments submitted by Counsel for depositors, as disclosed in evidence before Honourable Mr. Justice McKeown, Commissioner appointed by Government to enquire into the facts set out in Depositors' Petition to the Government for Bill of Indemnity.

The Home Bank was incorporated in 1903, and shortly after commencing business took over the business and assets of the Home Savings & Loan Company, Toronto. The new institution actively entered the banking business on the first of January, 1906. Up till 1911 the business of the Bank appears to have been carried on in a proper manner, the only large loan being to Frances & Osborne, on the security of Chicago and Milwaukee Bonds.

In 1911 a loan of $550,000 was made to A. C. Frost on the security of Timber Limits in British Columbia, and in connection with the transaction Frost purchased from the Bank Chicago and Milwaukee Bonds referred to at the price of $90.00 (the par value being $100), although these at time had no actual market value, the railway having become insolvent. (As to this see Edwards evidence, page 942.)

On April 15th, 1913, the Bank Internationale was purchased, the effect of which transaction was to reduce the capital of the Home Bank by 2,622 Shares. (See Edwards evidence, page 500.)

Later on $500,000 was advanced in connection with the purchase of the New Orleans Railway. At the time there seems to have been an impression that the advance was made on security of the Prudential Trust Company, but this is now a matter of doubt, and the Prudential Trust Company denies liability. A large amount had been loaned Sir Henry Pellatt and companies in which he was interested, and Mr. Edwards in his evidence states that the loss on these prior to 1916 was $1,050,000.

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Another large amount was advanced to A. G. Holmes on Western Land Scrip account, this being apparently a speculation in which the Manager of the Bank was interested. Mr. Edwards estimates the loss on this to be $1,500,000.

Several other accounts amounting to approximately $500,000 were in the same position, and Mr. Edwards estimates that at the end of May, 1916, actual loss amounted to $3,370,000, which exceeded the total capital and rest account.

On none of these accounts had interest been paid for a number of years, although same was included in annual statements to shareholders as part of the profits and dividends paid on that basis.

In January, 1916, the Western Directors, being dissatisfied with the manner in which the Bank affairs were being conducted, communicated with the Minister of Finance, at the same time enclosing correspondence between them, the General Manager and others, which, in their opinion, indicated that the affairs of the Bank were not being properly managed.

Following this letter the Minister of Finance called upon the Directors for an explanation, and also requested the Auditor of the Bank to furnish him with a report under Section 56A of the Bank Act. Considerable correspondence took place between the Directors and the Minister, and copies of the ledger entries in the books, relating to the accounts referred to by the Minister, were furnished by the Directors and the Auditor. The opinion was expressed by Mr. Lash, as Counsel for the Bank, that the condition of the Bank was steadily improving, and a resolution was passed by the Board of Directors, and forwarded to the Minister, expressing the opinion that if the Bank was allowed to carry on there would be no loss to Creditors or Depositors.

In the end the Minister acceded to Mr. Lash's request, viz., that no outside examination be made, and that the Directors be allowed to carry on, the only condition made being that in future interest should not be paid except out of profits earned and received, which Mr. Lash assured the Minister would be given effect.

On the 31st of May, 1916, being about six weeks after the assurance given by Mr. Lash, a dividend was paid and interest due and unpaid included as formerly in the statement of profits.

The Annual Statement for 1916 showed profits of $133,406, while according to Mr. Edwards there was a loss for that year of $65,000.

The Annual Statement for 1917 showed profits of $217,000, while according to Mr. Edwards this was overstated by $223,000.

In 1918 the Annual Statement showed profits of $228,000, which Mr. Edwards says were overstated by $111,000.

In August, 1918, Mr. Machaffie, who was formerly an official of the Bank, wrote to the Minister of Finance criticising the methods of administration, par-

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ticularly those at Head Office. Following this, considerable correspondence took place between the Minister, the Directors and Mr. Lash, and in the end no action was taken on Mr. Machaffie's complaint, nor was he further communicated with.

In 1919 the Annual Statement showed profits of $238,000, which Mr. Edwards says were overstated by $90,000.

In 1920 the Annual Statement showed profits of $268,000, which Mr. Edwards says were overstated by $175,000.

In 1921 the Annual Statement showed profits of $278,000, which Mr. Edwards says were overstated by $357,000.

In 1922 the Annual Statement showed profits of $275,000, which Mr. Edwards now says were overstated by $272,000.

In 1923 the Annual Statement showed profits of $320,000, which Mr. Edwards now says were overstated by $816,000.

Mr. Clarkson, in his evidence, expresses the opinion that losses on new accounts since 1916 amount to $4,500,000, and that the total deficit will be between $9,000,000 and $10,000,000.

The deposits in branches opened since December 31st, 1915, at time of failure, amounted to $3,187,000. The deposits in branches opened since August, 1918 amount to approximately $2,800,000. (See pages 247 of evidence.)

The deposits in all branches on December 31st, 1915, amounted to $10,123,872.00, and at the time of suspension $19,295,735.

Questions Dealt With By Chief Justice McKeown

With reference to the questions which the Commission was asked to investigate, the argument on behalf of the depositors may be summarized as follows:

(1) That representations were made to the Department of Finance on January 22nd, 1916, by the Western Directors, and again in August, 1918, by Mr. Machaffie. (See pages 17 and 178, Printed Evidence.)

(2) That following such representations an investigation was justified as shown by the fact that the Minister of Finance called upon the Bank's Auditor, Mr. Jones, for report under Section 56A of the Bank Act. (See page 178, Evidence.) Other than by furnishing copies of ledger entries, Mr. Jones does not appear to have complied with the Minister's request.

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(3) That no action was taken by the Minister of Finance. (Reference by the Minister to existing war conditions and the situation that would have been created by closing Bank at that time appears on pages of evidence 345, 359, 381, 382, 399, 741, 763, 771 and 851.) Sir Thomas White states that if an investigation, either by the Bankers' Association, or an inside audit had been made and the state of facts disclosed, the Bank could have been taken over by another Bank or Banks, or possibly been allowed to continue with Government aid.

(4) That an Audit would have disclosed the fact that the Bank was being carried on by increased deposits, and was practically insolvent. (See page 359, Evidence.)

(5) That in 1916 the Bank was insolvent, became worse in 1917, improved its position to some extent by reason of successful speculative enterprises in 1918, and continued from that time to date of failure on the down grade. Mr. Clarkson and Mr. Edwards agree that except in 1918 and possibly in 1919 the Bank in no year since 1915 earned and received sufficient to pay dividends, and that in each year business was carried on at a loss. (See Evidence, pages 516, 540 and 542.)

Generally, the relationship of the Government to the public and the Bank must be looked at in light of the fact that the Bank was subject to the provisions of the Bank Act, particularly as to making returns to the Government and as to the right of the Government to call for an audit under 56A and for returns under 113.

Index Of Evidence Bearing Upon Depositors' Claim

Petition of Depositors. Pages 7 and 8.

Minutes of Meeting of Privy Council Committee, containing questions for investigation. Page 5.

Letter from Western Directors with accompanying exhibits. Pages 12-108.

Evidence of Sir Henry Drayton. Pages 118 to 153.

Evidence of Sir Thomas White. Pages 158 to 208, 298 to 382.

Evidence of Mr. Clarkson. Pages 210 to 288.

Evidence of Mr. Machaffie. Pages 383 to 641.

Evidence of Mr. Crerar. Pages 412 to 482.

Evidence of Mr. Edwards. Pages 491 to 518, 539 to 551.

Argument on behalf of Depositors, as submitted by Mr. McLaughlin, K.C., appears on pages 521 to 629; 632 to 641.

By Mr. W. T. J. Lee, on pages 641 to 700.

By Mr. A. G. Browning, K.C., on pages 700 to 717.

The above summary was prepared by A. G. Browning, K.C., on behalf of the Home Bank Depositors' Relief Association.

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Home Bank Depositors' Interests Sacrificed for the National Good During War Time Financial Stress

Statements made by War Finance Minister bearing on claims of depositors analysed.

By J. F. EDGAR

Member National Home Bank Depositors' Relief Committee.

Sir Thomas White has issued a statement since Chief Justice McKeown's report has been made public. He comments on the fact that the Commissioner entirely disregards the reasons why Sir Thomas did not make an external investigation which he, Sir Thomas, believed would have caused a run on the Bank. These he suggests to be:

(1) The reassuring statements made to him by Mr. Crerar and the Western Directors, and

(2) The financial conditions prevailing at the time which was the most critical period of the War.

The first reason he disposes of himself in his letter to Mr. Lash of February 17th, 1916 (Exhibit 71, page 162), where he says: "It does not appear to me I would be justified in staying an inquiry because the Winnipeg directors may ask me to suspend action."

The second reason, however, is one that I would like to call the Committee's attention to in considering the grounds on which the depositors are asking for relief. Whether the Minister was right or wrong, whether his fears were justified or groundless, even if some of us may think that he might have had an outside

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investigation without in any way jeopardizing the critical financial conditions of that time, still, if that was what was in his mind, and I think we have to take Sir Thomas White's word for it, corroborated as it is all through the correspondence, then the losses suffered by these depositors are a direct result of the war.

I do not suggest for a moment that Sir Thomas White knowingly sacrificed the depositors, but he took the risk of what has happened rather than the risk, as he saw it, of a much greater disaster, the complete financial breakdown of Canada at the most critical period of the war.

In his letter to Mr. Lafleur, which appears at page 844, the last page of the printed proceedings, and is put in by way of reply, Sir Thomas White urgently requests the Commissioner to find as a fact what conditions prevailed and why, according to the evidence, the Minister took a certain course and did not take a different course.

We know the conditions that prevailed, and that frequent references to these conditions were made in the proceedings. Sir Thomas White filed his statement (pages 323-324) where the war conditions are referred to. Sir Thomas also filed his booklet, "The Story of Canada's War Finance" (Exhibit 179). There is no one better able to say what those conditions were than the Minister of Finance, on whose shoulders the duty of managing Canada's financial credit and responsibility chiefly rested.

There is not the slightest doubt that Sir Thomas intended that the Commissioner should find that the reason why he took a certain course and did not take a different course was due to those conditions, and those conditions alone.

It is abundantly clear that the management of the Home Bank were determined at all costs to prevent an outside investigation into its affairs. They knew of Sir Thomas White's preoccupation and anxiety, for he had written to Mr. Lash on February 24th, 1916 (page 87): "I can assure you that I do not wish to take any step which might have a serious effect, both upon the Bank and the **general financial situation.**"

They took full advantage of this, for we find Mr. Lash writing on March 4th (page 166) of the danger of asking the Bankers' Association to interfere.

On March 22nd, 1916, Messrs. Haney & Lash had an interview with Sir Thomas White which Mr. Lash records on the following day. (Page 172, exhibit 83.) Evidently they did not lose the opportunity of impressing upon Sir Thomas Mr. Haney's disinterested and patriotic desire to "avert the public disaster which would ensue were it (the bank) compelled for any reason which might be avoided to close its doors." This is putting the responsibility for a public disaster pretty plainly on Sir Thomas White's shoulders.

This had proved such a good line to take in 1916, that it was again used in 1918 after Machaffie's letter. See the report of the directors of the Home Bank, Exhibit 96, particularly at page 183.

"Owing to the disturbed condition of business and finances in Canada two and a half years ago, the Board was of the opinion that any investigation into the affairs of the Bank by the Minister of Finance, or by the Canadian Bankers' Association, would be misunderstood and would cause a run upon the Bank and would compel it to close its doors with all the injurious consequences which would result therefrom, not only to the Bank itself, but to its customers and to the public interest. The Board did not then and does not now fear the fullest investigation, but they do fear the consequence to the Bank itself, its customers and the public, which would result from an investigation ordered by the Minister, through the Bankers' Association or otherwise.

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"The Board recognized two and a half years ago and now recognizes the responsibility placed upon the Minister of Finance with respect to the banking system of Canada, and if, after full consideration and hearing the representations of the Bank, the Minister should conclude that, notwithstanding the consequences referred to, he is called upon in the public interest to order an investigation, the Board would, of course, submit and afford all assistance possible. Early in 1916 Mr. Haney and Mr. Lash had an interview with the Minister of Finance explaining to him the then position of the Bank, and referred to the consequences of an investigation at the instance of the Minister."

In his evidence, Sir Thomas White repeatedly gave the war conditions as a reason for not putting in a special auditor. At page 345, in answer to Mr. McLaughlin, he said: "I would never think of putting in a special auditor in a bank and taking chances, especially at a time like that, of closing the Bank."

Then Sir Thomas White filed his statement and put it on the record at page 321. Sir Thomas in his statement said, "The fact that interest had been added to the Frost timber account constituted no sound grounds for any such an investigation, which would have had most serious consequences with respect to the Home Bank and the general financial situation. We were in the midst of the $700,000,000 Victory Loan campaign of 1918, which extended over the autumn of that year, with payments by subscribers extending throughout many months of the following years. The loan was vital to the agricultural and business interests of Canada, whose products it financed, to the returned soldiers, whose gratuity of $130,000,000 it supplied, and to the Government in connection with its immense war liabilities. It is now suggested that at such a time, or in the even more troubled period of unrest succeeding the armistice, the then Minister of Finance should have taken action which would have resulted in the closing of the Bank without having the facts before him evidencing its insolvency.

"Under no circumstances would I have allowed a bank to fail during the period in question. I had many difficult and dangerous financial situations to deal with during the war. At its outbreak, in view of the panic which prevailed, the Government, at my instance, placed itself behind the banks of Canada and gave public assurance that it would loan them such sums as they might require to meet the conditions of the war, and would take all further steps necessary to safeguard the financial situation during its continuance."

At pages 381 and 382, at the end of Sir Thomas White's evidence in reply to his lordship, the Commissioner, who asked him how far the fact that were at war at the time of this transaction operated on his mind in coming to a conclusion as to what would be the best thing to do, Sir Thomas said, "I will be very glad to answer your lordship and I am glad you raised the question, because I should not have raised it myself. I would say this, that it is impossible for a man to say what brought about the state of mind at a certain time, but without any question a man who is, so to speak, riding the financial storm of war, would be influenced to a certain extent in his judgment, as to the danger of taking a certain course, probably more than he would at a time of profound peace. I am not conscious that I was influenced by the conditions that existed at that time, but I am not prepared to say that they were not a factor in determining whether a certain course should be pursued or a certain other course pursued."

When Sir Thomas made those statements you must remember that he was also trying, I think, unsuccessfully, to justify his line of action on other grounds, but later on in his argument he more particularly emphasizes the war conditions. At page 742 he says, "If there is an obligation to be careful to-day, there was a

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triple obligation in 1916 and 1918, and that triple obligation was in the interests of the Bank itself, to say nothing of the general situation.''

''Now, your lordship, I have put this down for conciseness; it represents my view of the situation; I did not jettison the Home Bank in 1916 and 1918, but in dealing with it I had to have regard to conditions as they were and weigh carefully and conscientiously the consequences to the Bank of a mistake on my part. The action I took was in my discretion; in exercising his discretion a Minister must have regard to conditions, because conditions have a direct bearing upon the consequences attendant on his action to the Bank and the general situation. If you make a mistake in putting in an auditor, in peace time the consequence may be a run producing little effect upon the Bank; if in war time, you may bring down the Bank and, in addition, you may cause an unspeakable calamity to the country.''

There is no doubt that Sir Thomas all through attempted to justify his action on other grounds, and it was perhaps a more manly thing to do than to throw the blame entirely upon the war, as he said, ''I do not claim the war as a shield for any action or default on my part; my judgment was honestly exercised, but in conditions where the consequence of a mistake would have been most serious to the Bank and to the public.''

At page 751 Sir Thomas also refers to the interview with Messrs. Lash and Haney, which I have already quoted, and at page 763 he refers to that part of the report of the directors after Machaffie's letter, which I have already quoted.

The Commissioner was not asked to find the reasons why the Finance Minister did not make an external investigation under Section 56A, and no doubt that is why he did not include such a finding in his report.

The Commissioner was only asked to find the facts and did not analyze the Minister's motives; notwithstanding, the reason why an investigation was not made is a very important element in the depositors' case in claiming from the Government compassionate relief. Sir Thomas, in his last published statement, refers approvingly to the following paragraph in the petition.

''Your petitioners are also aware that, at the time such representations and disclosures were made, the country was at war and that the Minister of Finance, having regard to the public interest, was unwilling to precipitate a bank failure or crisis or in any way disturb the financial condition of the country, and that for such reason and on other good and sufficient public grounds, may not have deemed it advisable to exercise the power above referred to.''

Surely the fact that Sir Thomas has quoted this from the petition approvingly shows that he means that the war conditions were the outstanding consideration that influenced his action.

We are not taking the Government by the throat and saying, ''Your Minister or former Minister was negligent and therefore you must indemnify us''; we are simply saying that the Minister of Finance at that time, in the interest of the public at large, did not take the step of having an investigation which would have saved these depositors from loss, according to the Commissioner's report, simply because in, his judgment, there was a risk of bringing down the Bank and, as he said, causing an unspeakable calamity to the country.

It does not matter, so far as the moral claim to relief is concerned, whether the Minister's judgment at the time was right or wrong; the fact remains that it was what he considered to the best interest of the public a large that he refrained from making an investigation, and for that reason we claim that the public at large, and not these depositors alone, should bear the loss.

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CANADA

052336

135

Ottawa, July 5, 1924.

Dear Wyman:

I have your letter of the 4th instant, urging my support of any estimate which may be introduced to pay the Home Bank depositors. You may be assured I regard this matter as one of very great importance and same has received and will receive my most careful attention.

I am afraid altogether wrong reports get abroad as to the attitude of the banks toward depositors. The owners of the banks have to lose all they have in the bank before the depositors can lose anything under the law today but, of course, it is perfectly right. Not only have they to lose everything but they are liable for as much more as the par value of the stock as well. Consequently they would not likely be wanting legislation which would imperil depositors. The great difficulty, as I know you can understand, is for the government to take responsibilities as to debts of a bank and at the same time avoid managing the bank.

I sincerely trust you and your wife are well. I am sorry you should have lost anything in this way or in any other way.

Yours sincerely,

W.B. Sparling, Esq.,
53 Gerrard St., London, Ont.

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PUBLIC ARCHIVES
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CANADA

052337

53 Gerrard St
London Ont.
July 4/24

Dear Arthur,-

No doubt you will be surprised to hear from me. I know you are too busy to take time with ordinary matters but this is somewhat different.

You will in all probability have had something to do with the Home Bank question. It has been a very unfortunate affair indeed. Many thousands have lost money in it and the sad part of it is, in too many cases it was their all, the savings of a life-time.

If the Bank had been closed or taken over by some other bank at the time it was first going bankrupt the depositors would not have lost their money. The plea is made that it was not policy to let a bank go bust when

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052338

the war was on. Granted that this is a reasonable plea, there have been many years since the war to look into the matter and only two months before the calamity happened the Government renewed their charter for another ten years. Surely they knew something of the state of things. As representatives of the people they should have.

As depositors we believe we have a moral right to reimbursement from the Government. I believe we have more than a moral right.

These men who have thus betrayed their trust should get the full penalty of the law as in my estimation they are in a class lower than the common burglar and should be made an example of so that in future years men may not be tempted to be careless with other people's money.

The banking laws of the country should be amended to protect the depositor who trusts his savings to the banks. The

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052339

Bankers Association spend thousands of dollars to defeat any amendments that will make for the protection of the depositor. That is not a healthy state for any country when commissions and associations try to run the Government to the detriment of the people.

But I must not take too much of your valuable time.

We had a little over two hundred dollars in the Bank when it went under. We have received twenty-five per cent. On a small salary it means something. By the time we meet the payments on our home and pay our taxes and so forth we have not a great deal left. But ours is as nothing compared to a great many. A lot were hit around London and district and especially a lot of farmers around Thorndale.

The Association of the Depositors in the Home Bank asked that we do all we could to bring this matter before the

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052340

Government. I am not writing this only on account of our own small amount (although we are anxious to get that) but on account of every one who suffered in this calamity especially the old people and the widows and orphans.

Hoping to get your support in this matter,

I am as ever.

Your cousin,

Wyman.

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CANADA

052341

135

Ottawa, July 5, 1924.

John F. Snarr, Esq.,
64 Wellington St. West,
Toronto.

Dear Sir:

I have your letter of the 4th instant urging my support of any estimate which may be introduced to pay the Home Bank depositors. You may be assured I regard this matter as one of very great importance, and same has received and will receive my most careful attention.

Yours very truly,

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Empire Building
64 WELLINGTON STREET WEST

Cable Address
JOFSNARR, TORONTO

052342

JOHN F. SNARR

MANUFACTURERS' AGENT

TORONTO, July 4th, 1924.

The Right Hon. Arthur Meighen,
House of Commons,
Ottawa; Ont.

Dear Sir:-

The report of Mr. Justice McKeown in regard to the claim of the depositors of the Home Bank of Canada is now in your hands. I sincerely hope that the Government will reimburse in full the Home Bank depositors, at an early date.

I feel satisfied that from the evidence presented a direct responsibility rests upon the Government - by this I mean the Government of Canada to ensure that the depositors using savings department, at all events, should not suffer financial loss.

There is no doubt in my mind that the Bank for many years has been insolvent, that the inspection has been inadequate, that the re-organization demanded and promised in 1918 was not carried out and that no effort was made to see that the undertaking given at that time was implemented by the Bank.

The time would seem to have arrived when Banks which are chartered by the Government must be so inspected and supervised that the savings of the people must be guaranteed. The public has practically no other medium of handling its money and the only protection it can have against unwise investment or speculation on the part of Officers and Directors is the supervision which can be given by those acting for the Government on behalf of the citizens.

I feel very strongly that only such action as this will restore that public confidence in our Country and its Banking system which is so necessary for the maintenance of public credit; and I am sure that this will meet with general sympathy and support by the business world of the Country.

I trust that you and your followers will support

1

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Empire Building
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052343

Cable Address
JOFSNARR, TORONTO

JOHN F. SNARR

MANUFACTURERS' AGENT

TORONTO,

any measure which the Government may bring in to indemnify the Home Bank depositors.

I have the honour to be your obedient servant.

Jno F. Snarr.

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CANADA

052344

135

Ottawa, July 5, 1924.

Dear Mr. Lovering.

I have your letter of the 4th instant urging my support of any estimate which may be introduced to pay the Home Bank depositors. You may be assured I regard this matter as one of very great importance and same has received and will receive my most careful attention.

Yours very truly,

J.L. Lovering, Esq.,
Ontario National Development Corporation Ltd.,
Toronto, Ontario.

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052345

GENERAL OFFICES
12 RICHMOND STREET EAST

TELEPHONE MAIN 1830

ONTARIO NATIONAL DEVELOPMENT CORPORATION
LIMITED

TORONTO,
CANADA

July 4th,
1 9 2 4.

Honourable Arthur Meighen,
Parliament Buildings,
OTTAWA.

PERSONAL

My dear Meighen:-

I want to ask you to do the best you can in the matter of the Home Bank.

I am a stockholder of that bank and a depositor as well, and if their losses are not sustained by the Government, I personally stand to lose more than I can afford.

I just wanted to give you this expression, and as you know, I am only one of many thousands who have been unfairly treated. If I had had the information the Government had, I surely would not have met with any losses.

With my sincere regards and best wishes, I am,

Sincerely yours,

J. L. Lowring

JLL/S

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052346

135

Ottawa, July 7, 1924.

Dear Mr. Edmunds:

I have your letter of the 5th July and appreciate much the fullness with which you have written me on the subject of the Home Bank depositors and their claim. I feel, however, you are not quite right in the statement that Sir Thomas White, having a knowledge of the condition of the Bank, advised the directors to continue. Sir Thomas did not venture such advice but simply took such steps in respect to specific complaints as he felt, with the information he had, essential to the public interest. Having resolved those complaints to the satisfaction of the directors and having secured the reconstitution of the Board of Directors and a promise of supervision by Mr. Lash he advised them but did not go farther and take such action as would, in his judgment, have resulted in the collapse of the bank.

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052347

I realize very keenly the hardships entailed in this calamity, and, while I strongly object to the attempt, however natural, to load responsibility upon the Minister of Finance of 1916-1918, I shall receive in a sympathetic spirit any reasonable suggestion looking to relief. I want to say frankly that I will not submit to any proposal based upon the assumption of negligence or malfeasance of office by Sir Thomas White.

Yours very truly,

F.B. Edmunds, Esq.,
Board of Education of the City of Toronto,
Toronto, Ontario.

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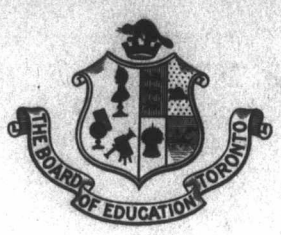
CANADA

F. B. Edmunds.
Ex- Chairman of the Board.



Administration Offices.

Board of Education
of the City of Toronto.

Toronto

052348

5th July 1924

Honourable, Arthur Meighen,
Ottawa, Ont.

Dear Mr. Meighen:-

I am taking the liberty of writing you in regard to the position of the depositors in the Home Bank. I have always been a strong supporter of the Party and I feel sure that when the present Government goes to the Country it will be absolutely and utterly defeated. The tariff meddling policy has certainly disrupted business in this City and throughout the Country. In the case of the Home Bank I was a depositor to the extent of $5000.00, but I believed until very recently that the Government should not reimburse the depositors because it was a dangerous precedent to establish. It appears, however, that Sir. Thomas White had a knowledge of the condition of the bank and apparently advised the Directors to continue when they should have closed down. It further appears that the bank had very intimate dealings in the Farmer Government in Ontario to which Government its condition was also known and that the bank was encouraged by the members of that Government to continue. The peculiar thing about the Home Bank was that its Branch Offices were well managed while the funds which came under the control of the

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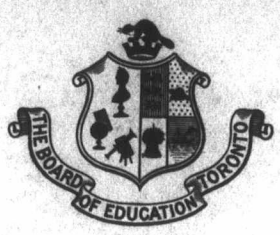
F. B. Edmunds.
Ex- Chairman of the Board.



Administration Offices.

Board of Education
of the City of Toronto.

Toronto

052349

5th July 1924

Hon. Arthur Meighen

General Manager and the Board of Directors were looted.

There were 1500 depositors in the West Toronto Branch of the Home Bank. This Branch was particularly well managed and if there was any possibility of adding to its business the local manager saw that the extra business was added. There was no warning in any way of the bank's unsoundness. Now, I take it to be the duty of the Government to protect the interests of the citizens and when the Government has knowledge of the unsoundness of a bank it is not protecting the interests of the citizens by encouraging that ~~Government~~ Bank to go on and still further defraud the Public. I believe that the best interests of the Party would be served by an acquiescence in the paying up of the depositors in this bank with the transference to the Government of the assets of the bank. It may be said that there is no precedent for this but it seems to me that when the Borden Government saved the Canadian Bank of Commerce from failing, as it was bound to do had the Government not come to its assistance, it would be unfair not to assist the Home Bank depositors. It has been argued that the Home Bank has been under the control of and used

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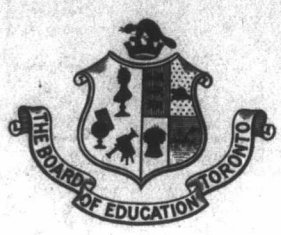
F. B. Edmunds,
Ex- Chairman of the Board.



Administration Offices.

052350

Board of Education
of the City of Toronto.

Toronto

5th July 1924

Hon. Arthur Meighen,

by people only of a certain religious belief. In West Toronto the Manager who is a very popular man was an Anglican if he ever went to Church at all and the greater portion of the 1500 depositors in this Branch were Protestants and I regret to say that a great many of them were Orangemen as well.

I have followed your career with great interest and I feel that you will have an ample opportunity to demonstrate your ability as a leader of His Majesty's Government in this great Dominion for many years to come. As I am too busy to be able to write many letters of this kind, I take this opportunity of wishing you every success in your future work.

Yours most cordially,

FBE/MT

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CANADA

052351

135

Ottawa, July 7, 1924.

Dr. Minerva Reid,
Toronto,
Ont.

Dear Dr. Reid:

Your telegram of to-day's date with regard to the Home Bank matter has just reached me. You may rest assured I shall give to this subject my most careful consideration when it comes before the House of Commons.

Yours very truly,

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Form 6123, replacing Form 1-TW

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

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052352

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FOR MESSENGER
Canadian National Telegraphs

RT HON ARTHUR MEIGHEN

HU ONT.

ON BEHALF OF PEOPLE OF ADVANCED AGE AND THOSE SUFFERING FROM CHRONIC DISABILITY WHO HAVE LOST THE SAVINGS OF THIRTY YOUTHFUL YEARS OF HEALTH IN HOME BANK I EARNESTLY APPEAL TO YOU TO URGE REIMBURSEMENT.

DR MINERVA REID.

826A

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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CANADA

052353

133

Ottawa, July 8, 1924.

His Worship,
The Mayor of Toronto,
Toronto.

My dear Mr. Mayor:

Thanks for your letter of the 5th inst., and for writing me so fully with regard to the recoupment of the Home Bank depositors. I regret I cannot say that I agree with you as to much of what you say as to some things you understand to be facts. Nevertheless I shall receive in the most sympathetic spirit any proposals as to those who have suffered so greatly as have these depositors. We will treat any proposals on their merits.

Yours very truly,

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CANADA

052354

W. W. HILTZ
MAYOR

MAYOR'S OFFICE
INDUSTRY INTELLIGENCE INTEGRITY

TORONTO

July 5th, 1924.

Right Honourable Arthur Meighen, M. P.,
House of Commons,
Ottawa,
Ontario.

Dear Mr. Meighen:-

Re Home Bank.

So large a number of citizens of Toronto are interested as depositors, and to so large an amount, that I am impelled to write to you on this very important subject, in order to press upon your earnest consideration the claim, the very strong and altogether legitimate moral claim which I believe those depositors have upon the Dominion Government to be protected against loss.

The City of Toronto depositors number about twenty-three thousand, out of a total of upwards of sixty-five thousand; that is, about 35%. Their deposits amount to more than five and a half million dollars, out of a total of upwards of fifteen millions; that is, about 37%.

The chief reason for asking the Government to make good the depositors' loss is that Sir Thomas White said in 1916 that he did not wish to expose the weakness of any bank

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052355

W. W. HILTZ
MAYOR

MAYOR'S OFFICE
INDUSTRY INTELLIGENCE INTEGRITY

TORONTO

during wartime, because the effect would be nothing short of a national calamity.

In 1918, when the Government was in the midst of the seven hundred million dollar Victory Loan campaign, Sir Thomas White's statement is that any action taken, the effect of which would have been to cause the bank to fail, would have been disastrous to the Loan.

The course which the then Minister of Finance took in the exercise of his discretion was, he believed, not only in the interest of the Bank, but also in the interest of the country because of the conditions of that time. Without laying any blame upon the Minister, and without saying that he was at fault in the exercise of his discretion, it can be fairly held that the depositors have a strong moral claim to be protected against loss.

The Government takes care that insurance companies shall not get into an unsafe condition, the object being that the public may be protected. Why should bank depositors not be protected likewise?

Speaking for the twenty-three thousand depositors of

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052356

W. W. HILTZ
MAYOR

MAYOR'S OFFICE
INDUSTRY INTELLIGENCE INTEGRITY

TORONTO

Right Honourable Arthur Meighen, M. P.....3.

the City of Toronto, I wish to emphasize the fact that this matter is vital to them because many of them had their "little all" deposited in that Bank. The fact that the average deposit was two hundred and fifty dollars is a clear indication that the depositors are of small financial standing.

There is another aspect of the case which is deserving of serious attention. A large number of people have lost faith in banks and they have given up the habits of thrift which enabled them to save money. They prefer now to spend and enjoy their whole income as they go along rather than place it where they fear it will be lost. This is an unhappy situation, and whatever can be legitimately done to correct it should be done. Government protection of the Home Bank depositors from loss will be an influential corrective.

I do not wish to write at greater length, but I may point out that the moral claim of the depositors has been recognized by the Banking and Commerce Committee of the House of Commons after a careful consideration of the facts of the case. This

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052357

W. W. HILTZ
MAYOR

MAYOR'S OFFICE
INDUSTRY INTELLIGENCE INTEGRITY

TORONTO

Right Honourable Arthur Meighen, M. P.....4.

report is an endorsation of the claim of the depositors to which must be attached much weight.

I am sure you realize the importance of the question, and that the large number of small depositors who had their savings in the Bank are deserving of the best consideration which can be given them by the country.

Yours faithfully,

W. W. Hiltz

Mayor.

C/M.

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052359 ~~052358~~

135

Ottawa, July 10, 1924.

Dear Mr. Walker:

I have your telegram of the 10th July, asking my support of a vote to recoup the Home Bank depositors. As yet the Government has proposed no such vote and, as this can be done by the Government alone, the matter is not yet before us for consideration. When it comes it will have every attention at my hands.

Yours very truly,

Archie Walker, Esq.,
Komoka,
Ontario.

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Form 6123, replacing Form 1-TW

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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CALL LOCAL 298 FOR MESSENGER Canadian National Telegraphs

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KOMOKA ONT 9 - 10 JULY 1924

HON ARTHUR MEIGHEN

HU ONT.

THE LIBERAL CONSERVATIVE ASSOCIATION OF WEST MIDDLESEX IMPLORE YOU TO SUPPORT HOME BANK RELIEF COMMITTEE.

ARCHIE WALKER.

909A

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052361

135'

Ottawa, July 11, 1924.

Dear Mr. Whitley:

I have your letter of July 8th, with regard to the recoupment of the Home Bank depositors. You may rest assured I regard this matter as one of very great importance and same has received and will receive my most careful attention.

Yours very truly,

Robt. F. Whitley, Esq.,
Everett,
Ontario.

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Everett, July 8th/24.

Hon. Arthur Meighen:
Ottawa.

Dear Sir.- I take the liberty to write you on the subject of Home Bank depositors asking for your earnest consideration. I believe that we depositors have a claim upon the government to be protected against loss. As our Minister of Fin. Sir Thomas White said he wished to save the country from financial disaster in 1914 & 15 why then should we not be compensated for the loss. If you could know of the loss sustained by this part of the country I am sure you would not hesitate in doing all you could to relieve the suffering. Old people and widows have lost their all you would not find one in this community losers or not but would like to see the depositors paid.

Hoping you will do what you can for us.

I am your supporter
Robt J. Whitley

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052363

135

Ottawa, July 11, 1924.

Dear Mr. MacNaughton:

I have your letter of the 9th. I quite realise your position as respects the Home Bank depositors. I have my views on this matter. The responsibility is on the Government. They have not yet declared any policy but have been shunting the matter ahead by one device or another. They do not know yet whether they will have any proposals for this session or not.

Yours very truly,

John MacNaughton, Esq.,
Barrister, etc.,
Suite 41-42 Bank of Ottawa Bldg.,
224 St. James Street,
Montreal, P.Q.

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052364

MacNaughton, Goodstone and Michaud
ADVOCATES, BARRISTERS AND SOLICITORS
SUITE 41-42 BANK OF OTTAWA BLDG.
224 ST. JAMES STREET

JOHN MACNAUGHTON
ALBERT I. GOODSTONE
J. H. MICHAUD

CABLE ADDRESS "NOTTONCAM"
CODES A. B. C. AND WATKINS
TELEPHONE: MAIN 7126 7127

MONTREAL July 9th 1924.

Personal.

Honorable Arthur Meighen,
Leader of the Opposition,
House of Commons,
OTTAWA. ONT.

Dear Mr. Meighen:

I am just in receipt of your favor of the 3rd of July acknowledging receipt of the two telegrams forwarded by me. I note that you have had a satisfactory interview with Mr. Weinfield.

As you are no doubt aware, Mr. Weinfield has always been a very consistent supporter of our Party, although he does not enjoy any great degree of popularity even among people of his own race.

There is no doubt a very strong attempt being made to induce all political parties to consent to the payment of money to the depositors of the Home Bank. My information is that with the exception of Clarence F. Smith of Montreal, all the Bank Directors were strong supporters of the Liberal Party, although it may not be correct.

I should think that Members of our Party in the House, and our supporters, from the Province of Ontario would be extremely opposed to any such payment on the part of the Government to the depositors of the Home Bank, for reasons which are no doubt quite obvious. The attitude of the party in connection with this matter should be left in your own good hands; and I for one, although wishing to do anything within reason to assist Mr. Weinfield personally, would be the last to do anything which would cause the slightest embarrassment to my Leader on a question which might prove eventually of tremendous importance to the Party.

If this is to be made a party question, I think the information should be broadcasted to our followers immediately in order to prevent them from inadvertently committing themselves to any other policy.

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CANADA

052365

JOHN MACNAUGHTON
ALBERT I. GOODSTONE
J. H. MICHAUD

MacNaughton, Goodstone and Michaud
ADVOCATES, BARRISTERS AND SOLICITORS
SUITE 41-42 BANK OF OTTAWA BLDG.
224 ST. JAMES STREET
MONTREAL

CABLE ADDRESS "NOTTONCAM"
CODES A. B. C. AND WATKINS
TELEPHONE: MAIN {7126 / 7127}

I would appreciate it, if on the occasion of your next visit to Montreal, which I trust will be in the near future, you could grant me a brief, personal interview.

Conservatice politics here have produced certain complications, and there are two or three different factions which it seems difficult to reconcile with one another. So far as one can see there appears to be increasing dissatisfaction each day with the present Government, but from our point of view, the Province of Quebec is an extremely difficult problem to solve.

I know that it would be a great personal sacrifice, but if it were at all possible for you to spend one or two weeks during the coming Summer or Autumn continuously in the cities of Montreal and Quebec - meeting people in their clubs and offices and in their everyday life - such action on your part would do more to help matters politically here than anything else could possibly achieve.

Thanking you for your letter and trusting that the time is not far distant when you will once again be the Leader of the Government of this country, believe me.

Yours faithfully,

MacN/ST.

John MacNaughton

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052366

135

Ottawa, July 11, 1924.

Dear Mr. Cassan:

I have your telegram of the 10th July, asking my support of a vote to recoup the Home Bank depositors. As yet the Government has proposed no such vote and, as this can be done by the Government alone, the matter is not yet before us for consideration. When it comes it will have careful attention at my hands.

Yours very truly,

C.H. Cassan, Esq.,
Toronto,
Ontario.

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PUBLIC ARCHIVES
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CANADA

Form 6123, replacing Form 1-TW

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

CANADIAN NATIONAL TELEGRAM

052367

HEAD OFFICE, TORONTO, ONT. CHAS. E. DAVIES, ACTING GEN'L MANAGER

Exclusive Connection with WESTERN UNION TELEGRAPH CO. Cable Service to all the World Money Transferred by Telegraph

RA471 44 NL 1924 JUL 9 PM 10 2

TORONTO ONT 9

RT HON ARTHUR MEIGHEN

646

OTTAWA ONT

DEAR SIR I NOTED IN THE GLOBE THEY ARE TRYING TO DELAY HOME BANK CASE PLEASE TRY AND HAVE IT PUT THROUGH AS I AM IN NEED AND THE WINTER IS COMING ON AND I NEED HELP DO WHAT YOU CAN TO HELP US

C H CASSAN.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

052368

135

Ottawa, July 14, 1924.

Dear Mr. Caufield:

I duly received your telegram of the 11th instant, with regard to the recoupment of the Home Bank depositors. You may depend upon it I regard this matter as one of very great importance and same has received and will receive my most careful attention.

Yours very truly,

B. Caufield, Esq.,
Chairman for Depositors, Home Bank,
Coaloreek, B.C.

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PUBLIC ARCHIVES
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CANADA

CANADIAN PACIFIC R'Y. CO.'S TELEGRAPH

FORM T. D. 1

TELEGRAM

CABLE CONNECTIONS TO ALL PARTS OF THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

1RN.CZ. 41-N.L.5EX.,

FERNIE BC,JULY 11TH.24.

HON.ARTHUR MEIGHEN,

481

OTTAWA-ONT.

THOUSANDS HOME BANK VICTIMS HUNDREDS OF THEM WAR WIDOWS AND ORPHANS HERE IN ACUTE DISTRESS THEIR LIFE SAVINGS IN HOME BANK EXPECT GOVERNMENT TO DO JUSTICE TO THEM WE CRAVE YOUR INFLUENCE TO GET THEM REDRESS.

B.CAUFIELD,

106AM12TH. CHAIRMAN FOR DEPOSITORS,COALCREEK,BC.

052369

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052370

135

Ottawa, Ont., 14th July, 1924.

Dear Sir,

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of yours of the 11th instant with regard to relief for the Depositors of the Home Bank, and to say that you may rest assured he will give his best consideration to any proposal that may be brought up in the House of Commons.

Yours faithfully,

Private Secretary

A. Forsyth, Esquire,
Sintaluta, Sask.,

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052371

I. H. C.
COCKSHUTT
JOHN DEERE CO.
AND
EMMERSON
MACHINERY

P.O. BOX 117

A. FORSYTH

IMPLEMENT AGENT
AND HARNESS MAKER

BRANTFORD BUGGIES
AND CUTTERS
BULL DOG
FANNING MILLS
HARNESS REPAIRS
OF EVERY
DESCRIPTION

TELEPHONE No. 6

SINTALUTA, SASKATCHEWAN July 11 1924

Rt Hon Arthur Meighen
House of Commons
Ottawa

Dear Sir

Conservatives at this point, urge moral right of of Home Bank depositors, to have losses paid in full from public treasury this session; We solicit your help to secure this result, to put of settlement while problematical realization of a small surplus over liquidation expenses is awarded to many suffering from their losses scams positively wicked

Geo Hee Chairman
A Forsyth Sec

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CANADA

052372

135

Monday, July 14th, 1924.

Honourable Member:-

Your presence is requested at all sittings of the House of Commons to-morrow, Tuesday July 15, so as to help by your vote and support the unfortunate Home Bank Depositors.

The Banking and Commerce Committee has reported "that the facts brought out in the Interim Report submitted by Chief Justice McKeown, and the evidence therein referred to, establish that the Depositors of the Home Bank have a moral claim in equity for compensation by the country on account of any loss they may suffer by reason of the failure of the Home Bank".

Yours very truly,

HOME BANK DEPOSITORS' COMMITTEE.

Cher monsieur,

Vous êtes respectueusement prié d'être présent à toutes les séances de la Chambre des Communes mardi prochain, le 15 juillet, afin de voter en faveur du remboursement des déposants de la Home Bank. Veuillez noter que le Comité des Banques recommande leur remboursement au point de vue "équité".

Bien à vous,

LE COMITE DES DEPOSANTS.

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PUBLIC ARCHIVES
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CANADA

052373

135

House of Commons
Canada

O T T A W A, July 16, 1924.

Rt.Hon.Arthur Meighen,
House of Commons,
O T T A W A.

Dear Mr. Meighen,-

In a letter from Mr. W.W.Veitch of No.199a Amherst Street, Montreal, he says,-

"I hope our fellows stand strong in voting to help the Home Bank depositors- in my opinion this will be one of the leading issues. It will not save King but will help our side a lot if our fellows do the right thing...."

Yours faithfully,

S. F. Rodmie

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PUBLIC ARCHIVES
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CANADA

052374

135

Ottawa, July 17th, 1924.

Secretary,
Home Bank Depositors' Assn.,
Scarboro Jct.,
Ont.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen, on account of the extreme pressure of work during the closing days of the session, to acknowledge receipt of your telegram with regard to the Home Bank depositors, and to say that this matter will receive his most sympathetic consideration.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

Form 6123, replacing Form 1-TW

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nlts
Night Letter	N L

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CANADIAN NATIONAL TELEGRAM

05237

HEAD OFFICE, TORONTO, ONT. CHAS. E. DAVIES, ACTING GEN'L MANAGER

Exclusive Connection with WESTERN UNION TELEGRAPH CO. Cable Service to all the World Money Transferred by Telegraph

CALL LOCAL 298
FOR MESSENGER
Canadian National Telegraphs

37 BYQ 50BLUE

SCARBORO JUNCTN ONT 112 A 9

HON MR MEIGHEN HU ONT

HOME BANK BRANCH OPENED HERE FOUR MONTHS BEFORE FAILURE DEPOSITORS LARGELY WORKMEN BUYING HOMES IN TOWNSHIP PAYMENT PLAN MANY LOST HOMES ALREADY THERE FROM AND DISTRESS THIS WINTER WILL BE GENERAL UNLESS YOU AFFORD US HELP IN SOME MANNER WE LOOK TO YOU AND FEEL YOU WILL NOT FAIL US

DEPOSITORS

125P

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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Re. Home Bank Deposits

In my travels I find commercial World feeling I as expressed in the enclosed letter.

JOHN F. SNARR

MANUFACTURER'S AGENT
EMPIRE BUILDING
64 WELLINGTON STREET WEST
TORONTO

TELEPHONE
ADELAIDE 780

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PUBLIC ARCHIVES
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CANADA

052377

135

Ottawa, July 18, 1924.

John F. Snarr, Esq.,
64 Wellington St. W.,
Toronto.

Dear Mr. Snarr:

Many thanks for sending me extract from the Toronto Daily Star re Home Bank Deposits.

Yours very truly,

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PUBLIC ARCHIVES
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CANADA

W. T. J. LEE, CHAIRMAN W. T. KERNAHAN, TREASURER I. E. WELDON, SECRETARY A. B. CAMPBELL, ASST.-SECERTARY

052378

HOME BANK DEPOSITORS' RELIEF ASSOCIATION

OFFICE OF THE NATIONAL EXCECUTIVE COMMITTEE

8 KING STREET WEST
TORONTO, ONT.

July 24th, 1924.

Rt. Hon. Arthur Meighen,
Leader of the Opposition,
Parliament Buildings,
Ottawa, Ont.

Dear Mr. Meighen,-

As Chairman of the Home Bank Depositors' National Relief Committee, I feel it is incumbent upon me to express the appreciation of our National Committee for the courtesy and consideration shown to us by yourself and Members of your Party in the House of Commons during the past few months when we have been pressing upon Parliament our claim for reimbursement.

Our Committee realizes that there are some circumstances associated with our claim which might have involved us in a political conflict but for the consideration and forbearance shown by yourself and other Members of your Party. For this reason, we feel we owe a debt of gratitude to you and your Party.

Our Committee feels especially appreciative of your remark, when the matter was under discussion in the House on Friday last, that you were one of those who feel "that a moral obligation, if such existed, has the same binding effect on Parliament, and to the same extent, as a legal obligation."

Naturally, we are disappointed at not having received any reimbursement at the Session of Parliament just closed, but in view of the unanimous adoption of the Banking and Commerce Committee's report by the House, we look forward with confidence to an action being taken at the next Session of Parliament which will be just and equitable.

Again thanking you, sir,

Yours faithfully,

W. T. J. Lee

Chairman, Home Bank Depositors'
National Relief Committee.

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PUBLIC ARCHIVES
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CANADA

052379

135

Ottawa, July 28, 1924.

Dear Mr. Lee:

This is merely to acknowledge your kind letter of the 24th July.

Yours very truly,

W.T.J. Lee, Esq.,
Chairman,
Home Bank Depositors' Relief Assn.,
8 King St., W.,
Toronto, Ont.

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PUBLIC ARCHIVES
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CANADA

052380

135

August 29th, 1924.

Dominion Bank Bldg.,
6 Hayden Street.

Mr. G. N. Gordon, K.C.,
Deputy Speaker,
House of Commons,
Peterboro, Ont.

Dear Sir :

In destroying a large amount of what I consider useless correspondence from my desk, I have come across your letters of March last, and I am merely writing to say that since you wrote me I have been very much interested in the evidence you gave before the Courts, in the case tried in your home town in connection with a tire company, and which I gathered you recommended to your friends as good investment, but I presume owing to reductions in the tarrif by the Liberal Party, the investment did not turn out to be as remunerative as expected, and a large amount of money was lost.

No person would of course doubt your good faith in recommending your friends to go into this Tire Company, but of course none of us can govern what the juggling politicians will do.

I was also very much interested in what I saw in the Toronto Daily Globe, as reported from Ottawa in connection with your friend Mr. Murdock and the withdrawal of his funds from the Home Bank prior to the closing of its doors.

Yours very truly,

Samson

DMS/RH

p/ D.M.

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052381

GEO. H. O'NEIL
GENERAL MANAGER

DIRECTION OF
UNITED
OF AMERICA

King Edward Hotel

THE UNITED CHAIN

MONTREAL, CAN.	THE MOUNT ROYAL	ROCHESTER, N.Y.	THE ROCHESTER
TORONTO, CAN.	KING EDWARD HOTEL	ROCHESTER, N.Y.	THE SENECA
HAMILTON, CAN.	ROYAL CONNAUGHT	ERIE, PA.	THE LAWRENCE
WINDSOR, CAN.	PRINCE EDWARD HOTEL	FLINT, MICH.	THE DURANT
WORCESTER, MASS.	THE BANCROFT	HARRISBURG, PA.	THE PENN-HARRIS
ALBANY, N.Y.	THE TEN EYCK	TRENTON, N.J.	THE STACY-TRENT
UTICA, N.Y.	HOTEL UTICA	NEWARK, N.J.	THE ROBERT TREAT
SYRACUSE, N.Y.	THE ONONDAGA	AKRON, OHIO.	THE PORTAGE
NIAGARA FALLS, CAN.	THE CLIFTON	OPEN MAY TO SEPTEMBER	

UNDER CONSTRUCTION

THE ROOSEVELT NEW YORK CITY THE OLYMPIC SEATTLE, WASHINGTON
THE ALEXANDER HAMILTON, PATERSON, N.J.

P. K. HUNT,
MANAGER

Toronto,
CANADA

Tuesday October 14/24

Dear Mr Meighen.

Your letter dated 11th instant only reached me this morning. The envelope shows that it was mailed in Ottawa 11 a.m the 13th and received by the hotel at 5.44 a.m the 14th instant. Endeavoring to reach you by phone this morning, I was informed that you were not expected back in Ottawa (from Quebec) untill to-night. I wired you, both to Quebec and Ottawa, that I would be in my room from 7.30 to 8.30 this evening. If I caught you before you left Quebec I thought you might phone from Montreal.

We certainly have had a very upsetting experience. I labored (that is the proper word) all day Tuesday last to impress upon Counsel the dangers inherent in a non-proper atmosphere and to bring clearly to his mind the self restraint imposed upon by him

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(2) by a proper and due regard for the interests of his client. I did every thing save to intimate the source of my information - stating that I took full and sole responsibility for the plan laid down as to "atmosphere." Hardly had the case started however before he threw down the gauntlet. It was thrown down in such manner that it had to be picked up and, a side battle was immediately on. To say that I suffered for two and a half days is to put it mildly. Nothing I could say however seemed to avail.

Not only was his personal conduct objectionable but his legal arguments were akin to the asinine. Now explain to you that he was permitted to go on? In the first place he was the only one of us who was acquainted with the facts surrounding the catastrophe and familiar with the evidence and cross examination in the other case. Secondly Mr N. H. Kilmer K.C. who had been the choice as Counsel, was expected to arrive home from Europe on Friday. Again I have already explained the reasons why Mr Greer could not act.

Kilmer returned Friday evening last. I returned to Toronto Monday morning and immediately took up with him the dangerous condition in which, I believed, the case was. It was not long before I discovered that Kilmer had been prepared for me - no doubt a little prejudiced against my views. To give him credit, however, I believe that by six o'clock

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052383

yesterday afternoon he began to see the light. He, of course, had to overcome the fact that Waldron was recommended by him; and he was inclined to believe that I was overstating the deficiencies. While he did not so state his opinions I judged that they were and have been outlined.

Last evening he asked me to allow matters to go to-day as usual and that we would discuss the situation further to-night. I was in Court for a while this morning - so was Kilmer. While things were certainly far from being as unsatisfactory this morning the effect created by last week's farce are still clearly to be seen in the "atmosphere".

The Judge pays little or no attention to our Counsel - Crown Counsel treats him with contempt. Reference was made by him this morning to "this case is costing the tax payers a thousand dollars a day". He is widely a cheap tellage politician and either does not consider his client's interest as paramount or does not appreciate the harm he is doing. Judging his ability from the legal arguments I have had to listen to, I would say the latter is the explanation of his conduct.

From conversation with Kilmer this morning I gather the impression that he is probably getting ready to take a more active part in the proceedings. If I cannot

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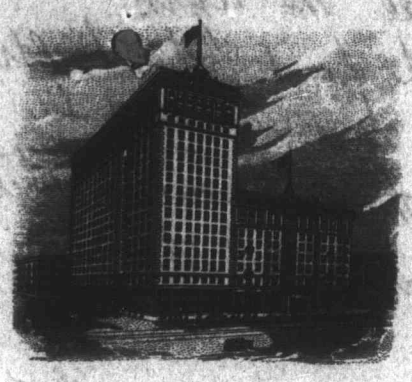
052384

GEO. H. O'NEIL
GENERAL MANAGER



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THE UNITED CHAIN

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TORONTO, CAN. KING EDWARD HOTEL
HAMILTON, CAN. ROYAL CONNAUGHT
WINDSOR, CAN. PRINCE EDWARD HOTEL
WORCESTER, MASS. THE BANCROFT
ALBANY, N.Y. THE TEN EYCK
UTICA, N.Y. HOTEL UTICA
SYRACUSE, N.Y. THE ONONDAGA
NIAGARA FALLS, CAN. THE CLIFTON
ROCHESTER, N.Y. THE ROCHESTER
ROCHESTER, N.Y. THE SENECA
ERIE, PA. THE LAWRENCE
FLINT, MICH. THE DURANT
HARRISBURG, PA. THE PENN-HARRIS
TRENTON, N.J. THE STACY-TRENT
NEWARK, N.J. THE ROBERT TREAT
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UNDER CONSTRUCTION
THE ROOSEVELT NEW YORK CITY THE OLYMPIC SEATTLE, WASHINGTON
THE ALEXANDER HAMILTON, PATERSON, N.J.

P. K. HUNT,
MANAGER

Toronto,
CANADA

4

prevail upon him to do so I am at a loss to decide what should be done. I have no hope that Waldron can make a proper presentation of the argument for the defence and I believe that, even if he could, he would carry little weight with the Court.

Kilmer is a much more capable man — very much more of a lawyer. He evidently regrets that he was not present to start the case; but I am not certain that I can get him to jump in now.

It is deplorable that this difficulty should be added as another worry for poor Clarence to bear up under. I am alone here to advise him and I am at a loss as to what should be done.

I have been extending the courtesy of the Court and appear gowned. Apart however from the fact that I feel myself somewhat in a strange land, I am not sufficiently acquainted either with the facts or the law involved in the case and am too much personally interested to feel that I should dispense with everybody and take the responsibility of conducting the defence myself. Can you suggest a way out?

Sincerely Yours

[signature]

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PUBLIC ARCHIVES
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CANADA

052385

135

Ottawa, October 16, 1924.

My dear Colonel Trihey:

Since 'phoning you last night I have been trying to get Mr. Bristol, but so far without success. My last report is that he is at the Hunt Club and I expect to get him at six tonight. This letter will go, though, just in case I should fail. My opinion remains as expressed to you over the 'phone.

Yours very truly,

Colonel H.J. Trihey,
c/o The King Edward Hotel,
Toronto, Ont.

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CANADA

052386

Porter, Butler & Payne
Barristers, Solicitors,
Notaries Public, Etc.
E. Guss Porter, K.C., M.P. E. J. Butler.
Chas. A. Payne.

Drawer 160 Telephone 87
Offices—Robertson Block, 219 Front Street.
Solicitors for the Union Bank of Canada.

Belleville, Ont., Oct. 23, 1924.
Canada.

Rt. Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

Dear Mr. Meighen,-

At the time of the Murdock debate I loaned you my copy of the evidence taken in the enquiry which I did not get back. I will need it badly. Will you kindly have it sent to me as soon as possible. If you cannot locate it get another complete copy and send it.

Yours sincerely,

Guss Porter

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PUBLIC ARCHIVES
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CANADA

052387

135

Ottawa, October 25, 1924.

Dear Mr. Porter:

Yours of the 23rd reached Ottawa after Mr. Meighen had left for British Columbia. I can find no trace of your copy of the evidence in his room, but I am sending herewith another copy.

Yours faithfully,

E. Guss Porter, Esq., K.C., M.P.,
Robertson Block,
219 Front Street,
Belleville, Ont.

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CANADA

052388

EAST EDMONTON U.F.A. & U.F.W.A.
POLITICAL ASSOCIATION

ORGANIZED JUNE 25TH 1919

PRESIDENT:
CHARLES BURNELL,
North Edmonton, Alta.

VICE-PRESIDENTS:
Mrs. MABEL DEAN, Horsehills, Alta.
E. W. CORBETT, North Edmonton

SEC.-TREAS.:
F. C. CLARE,
Box 770, North Edmonton, Alta.

DIRECTORS:
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P. OLSEN, Owlseye
C. POTTER, R.R. No. 2, Edmonton
G. STONE, North Edmonton
Mrs. LaPLANTE, St. Lina
Mrs. S. G. LEONARD,
96-51, 107 Ave., Edmonton
Mrs. H. RUNNALS, North Edmonton
Mrs. D. SHILLETO, North Edmonton

The Right Hon Arthur Meighen M.P.

North Edmonton, Alta. Jan. 31st, 1925. 192

Sir:

I beg to submit to you the following resolution passed by your Association:

"THAT WHEREAS it is recognized that the Federal Government is morally responsible for Depositors Losses in the Home Bank and whereas from statements made at the trial of Directors it appears that most of the Directors were ignorant of the financial state of the Bank, showing that the ordinary shareholders were as much dependent upon the protection and supervision of the affairs of the Bank by the Government as the Depositors, and that any action which would have saved the deposits from loss would have most likely saved the shareholders from the entire loss of their shares, and certainly the double liability on same. Therefore, the ruling of the Government's moral liability to the Depositors must also embrace that of the shareholders.

"WE WOULD, THEREFORE, respectfully submit that in our opinion if relief is given by the Government to depositors it would be only morally equitable and fair that the shareholders should be given relief at least to the extent of their double liability."

In bringing this matter to your consideration I should to point out that the Western shareholders, at any rate, could exert no influence either in the appointment of Directors or in the conduct of the business, and that they took shares entirely at the solicitation of the Farmers Grain Company and with no speculative desire.

We should be glad, therefore, if you will give this matter your careful consideration and try to give some measure of relief to those needy shareholders who look to have at least some measure of protection from the Government.

I beg to remain,

Your obedient servant,

Francis C. Clare
Secretary.

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CANADA

052389

135

Ottawa, February 11, 1925.

Dear Sir:

I am directed by the Rt. Hon. the Leader of the Opposition to acknowledge receipt of yours of the 31st January, setting forth a resolution passed by the East Edmonton U.F.A. and U.F.W.A., dealing with the loss to depositors in the Home Bank and to say that when the matter comes before the House he will give his best consideration to the representations you have set forth.

Yours faithfully,

Francis C. Clare, Esq.,

Secretary, Private Secretary.

East Edmonton U.F.A. & U.F.W.A.
Political Association,

Box 770,

North Edmonton, Alta.

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052390

W. T. J. LEE, CHAIRMAN W. T. KERNAHAN, TREASURER I. E. WELDON, SECRETARY A. B. CAMPBELL, ASST.-SECERTARY

HOME BANK DEPOSITORS' RELIEF ASSOCIATION

244 Bay Street,

Toronto, February 11th, 1925.

135

Dear Sir:-

On behalf of the National Committee of the Home Bank Depositors' Relief Association we beg to enclose you a few reasons why relief ought to be granted to the Depositors of the Home Bank and trust that you may give the enclosed your careful and considerate attention.

Yours very truly,

W. T. J. LEE,
Chairman,

I. E. WELDON,
Secretary.

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PUBLIC ARCHIVES
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CANADA

052391

"THE NATION'S DEBT AND THE GOVERNMENT'S RESPONSIBILITY"

The depositors of the late defunct Home Bank in their petition for relief to the Governor General in Council allege that -

(1) in 1916 and 1918 representations were made to the then Minister of Finance regarding the precarious condition of the Home Bank at that time. If at that time, as the depositors allege, an investigation under Section 56 A of the Bank Act had been made, the real condition of the Bank would have been ascertained and as a consequence the Bank would have been allowed to fail, or, as an alternative, would have been taken over by another Bank. In either case the depositors would not have lost their money. Besides some 27 or 28 new branches would not have been opened to the obvious detriment and loss of subsequent depositors.

(2) The Royal Commission appointed by the Government now in power, Chief Justice McKeown found that if the Bank had been closed in 1916 or 1918 all the monies of the depositors would have been safeguarded. This is the finding of a Commission appointed by the present Government at Ottawa.

(3) Amongst the reasons alleged for this unfortunate inaction on the part of the Finance Minister at the time, was the fact that it was war time and consequently nothing should be done to jeopardize the financial stability of Canada by precipitating a bank failure. The Minister's words are as follows:

> "If you make a mistake in putting in an auditor, in peace time the consequence may be a run producing little effect upon the Bank; if in war time you may bring down the Bank and in addition, you may cause an unspeakable calamity to the country."

Evidently this was the determining factor in the mind of the Finance Minister, and with this from motives of patriotism we find no fault, though the loss entailed upon the unfortunate depositors has been enormous.

(4) The Report of the Royal Commission came before the Banking and Commerce Committee in due time at the last Session of Parliament, and that Committee made a report to the House of Commons, in which they found that the Depositors had a Moral Claim in equity for compensation.

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"THE NATION'S DEBT AND THE GOVERNMENT'S RESPONSIBILITY"

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(5) This Report of the Banking and Commerce Committee was carried UNANIMOUSLY by the House of Commons at the last Session. Consequently the Parliament of this Country in Session assembled decreed and declared that the Home Bank Depositors have a MORAL CLAIM and a MORAL RIGHT in equity for relief. No quibbling or tergiversation can alter these facts, which are patent to all. The realization of that unanimous vote of the Parliament of our Country in terms of dollars and cents is anxiously awaited by sixty thousand depositors representing over 350,000 people, as well as by all honest citizens who believe in the honor and rely upon the promises of those who govern us.

(6) The Home Bank failure is not a mere civic or provincial matter which may be ignored by a Federal Government. It is and has been a National Disaster which affects sixty thousand depositors and nearly three hundred and fifty thousand people scattered from Coast to Coast in British Columbia, Alberta, Saskatchewan Manitoba, Ontario and Quebec. Homes have been made desolate. Families have been disrupted and ruined; many people who, owing to their confidence in Dominion chartered Banks and in their stability, had deposited all their hard earned savings in the Home Bank have lost everything, leaving themselves and their children without the necessaries of life. Nay more, this failure has caused more deaths and suicides in our Country than we should care to enumerate.

(7) The Home Bank Depositors, be it said, do not base their claims on mere sympathy or charity, but rely on the justice of their cause, which is plainly set forth in the Report of the Banking and Commerce Committee to Parliament at the last Session, wherein it was stated, affirmed and emphasized that they had a moral claim in equity for relief. This is plain enough.

(8) What greater or more urgent claim can the depositors set forth than that which is based on the Moral Law of Equity and Right. The Moral Law is the basis of all legal enactments within the British Empire, and is superior to all other forms of jurisprudence. From the Moral Law all other laws, whether Provincial or Federal, derive their cogency and Sanction. The only reason that the depositors are not entitled to a LEGAL RIGHT to their just claims for compensation, is based upon a fiction of British law that "The King and his Government can do no wrong."

(9) It has been alleged by some legislators that were relief given to the Home Bank depositors a PRECEDENT would be created which might be dangerous for any Government, should any future failures in financial institutions take place in this Country. This argument is groundless in view of the recent

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amendments to the Banking Act. Besides there are PRECEDENTS for Government action of relief, not only in England, but also in Canada, if we read the history of the liquidation of McGriggor's Bank in England, the Bank of Upper Canada in this Country, not to mention the action of the Legislature of the Province of Quebec in guaranteeing the Bonds of the Bank of Hochelaga in taking over the Banque Nationale in 1924.

Surely such precedents are modern enough and basic enough to satisfy the just requirements of popular legislation.

(10) Again the objection is raised that the action or inaction of a former Finance Minister, does not necessarily implicate Mr. Fielding or Mr. Robb, who are now acting in a like capacity in the administration of Mackenzie King. The present Liberal Government cannot assume responsibility for the fault of a former Government! That may be a political point of view which is not very elevating. Neither is it an honest or a just position. All Governments succeed to the duties, responsibilities and liabilities of preceding Governments in all their tangible forms of public trust, and their solidarity is unquestioned not only in the assets of office and government, but also in the liabilities.

(11) In conclusion we beg to state that according to the testimony of Sir Thomas White, a Finance Minister of unimpeached honor and integrity, the Home Bank depositors were sacrificed for WAR TIME EXIGENCIES. The depositors were as much the victims of the war as the widows and orphans of our martyred dead, to whom the Government is giving every assistance. There is a parity of cases though the sphere of life is different. Consequently their moral claim for relief, approved and passed by a unanimous vote of all shades of political life at the last Session of Parliament, deserves such immediate action on the part of the Government as will satisfy the conscience of the people of Canada, the honor and credit of the Country and the financial stability of our Banking Institutions.

Signed -

THE HOME BANK DEPOSITORS'

NATIONAL RELIEF COMMITTEE.

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052394

138

Ottawa, Feb. 13, 1925.

F.W. Sparling, Esq.,
National Trust Bldg.,
Winnipeg, Man.

Dear Fritz:

I have your letter of the 9th instant. Had heard that your firm had large deposits in the Home Bank, and am very sorry to know it is true. We will not take any unfair attitude as regards this matter. My own view is that nothing to support the idea of responsibility has been disclosed in the investigation at all. There is however the principle of relief and it seems to me something on that principle will probably be done.

With kindest regards,

Yours very truly,

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052395

W. F. HULL, K.C.
J. K. SPARLING, M.A., L.L.B.
F. W. SPARLING, B.A.

REFER TO FILE NO.

HULL, SPARLING & SPARLING
BARRISTERS, SOLICITORS, ETC.
NATIONAL TRUST BUILDING
WINNIPEG, - - MAN.

CABLE ADDRESS "HULLSPAR"
WINNIPEG

Feb. 9, 1925

Hon. Arthur Meighan,
Ottawa,
ONT.

My dear Meighan:

Re Home Bank of Canada

Our firm had $14000.00 on deposit with the Home Bank here when it closed its doors, and we are consequently out about $10,000.00, and I thought I would write you regarding the matter of Parliament reimbursing the depositors.

I spoke to Gratia's father and asked him to discuss the matter with you, but you have not been in Portage since.

I do not want to ask you to do anything that you do not think is right, but I can tell you it is a great hardship to have to put up money to clients through absolutely no fault of ours. We may not be legally liable to do it, but you know we could not stay in business and refuse to pay moneys which we have for clients.

I sincerely hope that you will consider the poor unfortunate depositors and find some way whereby they can be reimbursed, at least in part.

Yours truly,

F. W. Sparling

FWS/SK

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052396

W. F. HULL, K.C.
J. K. SPARLING, M.A., L.L.B.
F. W. SPARLING, B.A.

HULL, SPARLING & SPARLING
BARRISTERS, SOLICITORS, ETC.
NATIONAL TRUST BUILDING
WINNIPEG, - - MAN.

CABLE ADDRESS "HULLSPAR"
WINNIPEG

REFER TO FILE NO.

Feb. 17, 1925

135

Hon. Arthur Meighen,
Ottawa,
ONT.

My dear Meighen:

I have your letter of the 13th instant and am glad to see that you think something will probably be done for the Depositors. I do not suppose you have ever had money in a bank which failed and I can tell you, you get quite a shock when you hear of the failure.

Gratia and I were at the Lake at the time. I was at the dock and she was up at the Station. We both heard it about the same time. I went up to the Station right away and saw her hurrying down to meet me and it was easy to see from the expression on her face that she knew the bad news.

I sincerely hope Parliament will do something for the Depositors. I know of quite a few who can ill afford the loss.

Yours truly,

F.W. Sparling

FWS/SK

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052397

135

Ottawa, Feb. 18, 1925.

Rev. D.T.L. McKerroll, B.A.,
Victoria Presbyterian Church,
Toronto.

Dear Mr. McKerroll:

Your letter of the 17th instant, with regard to the losses incurred by Home Bank Depositors, reached me this morning. You will realize, of course, that anything in the way of reimbursement must come from the Government, but you may rest assured that any such legislation coming before the House will receive my careful and sympathetic consideration.

Yours very truly,

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Minister:
REV. D. T. McKERROLL, B.A.
RESIDENCE, 19 LAWS STREET
PHONE JUNCTION 0623

Clerk of Session:
D. D. MACDONALD, B.A., D. PAED
RESIDENCE, 411 ANNETTE STREET
PHONE JUNCTION 0245

Victoria Presbyterian Church

CORNER OF ANNETTE AND MEDLAND STREETS
CHURCH TELEPHONE: JUNCTION 6176

TORONTO, February 17th, 1925.

Hon. Arthur Meighen
Parliament Buildings
Ottawa, Ontario

My Dear Mr. Meighen; -

I have felt so deeply moved over the terrible loss that came to the Home Bank depositors that some of us have been doing as much as we possibly could to see if justice could not be meted out to those people. We realize that the present is fraught with great possibilities. The action of the House of Commons last year in unanimously carrying the report of the Banking & Commerce Committee decreeing that the Home Bank depositors had a moral claim and a moral right to equity and relief, gave hope and assurance. When one thinks of the sixty thousand depositors representing over three hundred and fifty thousand people scattered over every Province of this Dominion one feels how great the question is and we sincerely hope that in this Dominion where justice and equity is held so high in the minds of the people of the country that in this particular case it will receive that consideration which is due to those who lost in the Bank disaster. We sincerely hope that you will wield the great influence that is yours in this great question.

Yours very sincerely,

D T K McKerroll

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052399

135

Ottawa, Ont., 18th February, 1925

Dear Sir,

Your letter of the 15th instant with regard to the losses incurred by Home Bank Depositors reached me this morning. You will realize, of course, that anything in the way of reimbursement must come from the Government, but you may rest assured that any such legislation coming before the House will receive my careful and sympathetic consideration.

Yours very truly,

Rev. Edward Morley,
Rector St. Paul's, Runnymede, (412 Willard Avenue)
Toronto, Ontario

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052400

St. Paul's Rectory
412 Willard Ave.
Toronto.
February 15th 1925

The Rt Hon. Arthur Meighen
Ottawa

Dear Sir —

There are in my parish many who have lost their all in the Home Bank disaster, many who lost all their savings, many who have been in great distress and have lost heart and nearly driven to distraction. I write you in their interest, and plead with you to do all in your power that they may be Re-imbursed. The amount to our great Dominion is small, but to those who have lost, it is a great deal, and in so

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many cases their all, and as unemployment has been the lot of so many of them the Government of our land would do well in setting aside a sum of money to cover what these poor souls have lost through no fault of their own.

Praying that you will do all in your power to the relief of those who have suffered loss through the Home Bank failure

Gratefully Yours.

Edward Morley
Rector St. Pauls Bloorstreet
Toronto.

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052402

135

Ottawa, Feb. 18, 1925.

Rev. Wm. H. Hincks,

Pastor High Park Ave. Methodist Church,

Toronto.

Dear Mr. Hincks:

Your letter of the 16th instant with regard to the losses insured by Home Bank Depositors reached me this morning. You will realize, of course, that anything in the way of reimbursement must come from the Government, but you may rest assured that any such legislation coming before the House will receive my careful and sympathetic consideration.

Yours very truly,

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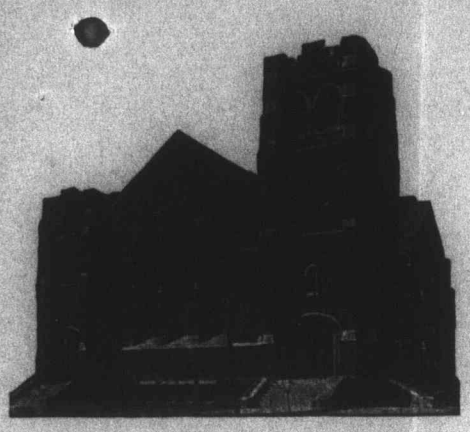
052403



High Park Avenue Methodist Church

High Park Avenue and Annette Street

Toronto

REV. W. H. HINCKS, D.D., PASTOR
246 HIGH PARK AVENUE

REV. A. HAMILTON, B.A., B.D., ASSOC. PASTOR
592 WINDERMERE AVENUE

S. B. HATCH, RECORDING STEWARD
259 QUEBEC AVENUE

ALEX. CHISHOLM, TREASURER
22 LAWS STREET

MISS MARY ABBOTT, SECRETARY
237 WOLVERLEIGH BLVD.

Feb. 16th., 1925.

To The Rt. Hon. Sir Arthur Meighen,
The Dominion Parliament,
Ottawa.

My Dear Sir Arthur,

I drop you this note in behalf of the many depositors to the Home Bank, whose financial outlook has been made so difficult by the failure of that institution.

I write to remind you that your many friends of this part are hopefully looking to you for as full a measure of your sympathy as you feel is consistent with your duty to the Dominion, as a whole.

We feel assured that in you these unfortunate victims have a sincere well-wisher.

With very cordial greetings,

I remain,

Yours truly,

Wm H. Hincks

Pastor High Park Ave. Methodist Church.

WHH/A.

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052404

135

Ottawa, February 20, 1925.

Dear Sir:

Your letter of the 19th instant, with regard to the depositors of the Home Bank, reached me this morning. You may rest assured that I shall give to any legislation the Government may see fit to introduce in aid of these depositors my most sympathetic consideration.

Yours very truly,

F.B. Edmunds, Esq.,
2922 Dundas St. W.,
Toronto, Ontario.

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052405

F. B. EDMUNDS LL.B.,
CHAIRMAN FINANCE COMMITTEE

THE BOARD OF EDUCATION TORONTO

2922 Dundas St. W.
Toronto,
19th February 1925

Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

My Dear Sir:- Re Home Bank

I understand that the King Government propoœes to pay something on account of the heavy losses of the Home Bank depositors. I am around the City and Province a good deal and in almost every case where I have heard this matter discussed I have heard it approved as a wise and reasonable action to take under the circumstances. I had the pleasure of receiving a letter from you in answer to my former letter in which you indicated that you were very sympathetic with the claims of the depositors of the Home Bank. I believe that the Public should be protected from such heavy losses as this bank failure threatens to bring about. I think that a more rigid inspection should be instituted to prevent a recurrence of any such gigantic failure in the future. I hope that the Senate will not defeat the action of the Government in this

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052406

F. B. EDMUNDS LL.B.,
CHAIRMAN FINANCE COMMITTEE

THE BOARD OF EDUCATION TORONTO

2922 Dundas St. W.

19th February 1925

Hon. Arthur Meighen,

particular matter as I believe that it would not be a very wise thing from the standpoint of the Party.

Hoping that you will follow this matter up with your accustomed energy and determination, I am,

Yours most cordially,

FBE/MT

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052407

135'

Ottawa, Feb. 21, 1925.

John Graham, Esq.,
R.R. No. 1,
Komoka, Ont.

Dear Mr. Graham:

Your letter of the 19th instant reached me this morning.

I am afraid you have been misinformed as to my opposition to the report of the Banking Committee in the House last session. What I did oppose and object to strongly was the evident attempt on the part of the Government to settle the responsibility for the Home Bank failure upon Sir Thomas White. I have had, and still have, the greatest sympathy for those who have lost their savings in that Bank. You may rest assured that any legislation the Government may see fit to bring in will receive my most sympathetic consideration.

Yours very truly.

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Komoka Feby 19. 1925

To the
Right Hon. Arthur Meighen

Dear Sir -: I see by yesterdays papers, you said you vigorously opposed the adoption of the Banking Committees report in the House last Session. There is a lot of Conservatives who are victims of the Home Bank and declare if you oppose any measure the King Government brings in they are Tories no more, My Father and myself have been life long Conservatives and for humanitys sake try and do something for the Home bank victims. I am one myself and a dependent sister. There are over 500 here, over 1000 in Delaware, and over 1000 in Alderton It's awful the suffering of many The Reeve of this Township has taken three to the Poor House, Parliament has given $200,000 to the Japanese famine fund with no opposition and also give thousands to lost deserving causes and enterprises. Now this is the first time I ever wrote to an Hon. member of the House and I hope you will try and do some thing for us poor victims. I blame the past Parliaments for not closing the Home Bank when warned. I heard you speak in London last winter and I thought you a man of great ability. I hope I am not intruding or asking too much. Do your utmost please

I remain yours truly John Graham
R.R. 1 Komoka. Ont.

052408

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052409

135

Ottawa, March 2, 1925.

Dear Mr. Wickens:

I have your letter of the 25th. What you have in mind, as the real intention of the Government, is without the least doubt correct. What they hope for is to have the bill defeated in the Senate and thereby enable them to behave as they did in respect of the Branch Lines bill last year.

My idea is that it is or should be a money bill altogether and possibly the Senate will see fit to treat it that way.

Yours very truly,

Alfred J. Wickens, Esq.,
Moose Jaw, Sask.

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052410

ALFRED J. WICKENS
BARRISTER, SOLICITOR,
NOTARY, ETC.

OFFICES: 301 SCOTT BLOCK.
MOOSE JAW, SASK.,
CANADA

Feb. 25th, 1925.

The Right Honorable Arthur Meighen,
Parliament Buildings,
Ottawa, Canada.

Dear Mr. Meighen:-

Relative the proposal to pass an act for compensation to Home Bank Depositors. It appears reasonably certain that this is one of the familiar old vote catchers in a new suit. What do you think if a plan to deal with it in the Senate, supposing it passes the commons, on this line:-

The leader of the Conservatives in that house to announce when it comes up for consideration, that they are not going to have anything to do with it at all, and just withdraw from the chamber and so pass the buck to the liberals. There is no doubt in my mind that, the fervent hope of our worthy sidestepping friend, that the act may pass the commons and be sufficiently and satisfactorily killed in the Senate, thereby furnishing further material upon which to slam ourselves. It is also reasonably certain that if the Conservatives announced that they did not intend to take any part in the matter at all, expressing their opinion that it was not justified; but that they were going to refrain from voting, and would leave it entirely to the Government to so spend public monies if they wished; the liberals would receive quiet orders to find some pretext for shunting it over, or turning it down.

This is just a suggestion; but it smacks of good poker and it would seem morally certain that that is what he is playing, the pot being votes. Yours truly, A.J. Wickens

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052411

135

Ottawa, March 5, 1925.C.H.

C.H. Cassaw, Esq.,
1300 Ossington Ave.,
Toronto.

Dear Mr. Cassaw:

Your letter of the 4th inst., reached me this morning. You may rest assured that the claims of the depositors in the defunct Home Bank will receive my earnest and sympathetic consideration. You will of course realize that being in opposition the responsibility for bringing down any such legislation rests with the Government.

Yours very truly,

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052412

Toronto Mar 4th 1925

The Right Hon Arthur Meighen
Ottawa Ont

Dear Mr. Meighen

I am writing this to you and am asking you to do what you can when the time comes to help the Depositors of the Home Bank I am up in years and I lost all my money in the Home bank and I see it is coming up in the House soon. And I think it is a just Cause. And I also think that it will help you in the next Election I have always been a strong supporter of yours and you are putting up a good fight for the good of the Country and I hope you every success. And that you will not forget the Home Bank

Dep I am yours &c

[illegible]
[illegible]
1300 Ossington Av
Toronto

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052413

135

Ottawa, Ont., 9th March, 1925.

Dear Mr. Jones,

Pursuant to the request of caucus the Chairman and myself have selected the following committee to especially study matters relating to Home Bank policy, and the stand the party should take as respects this subject: Messrs. Ryckman, Senator Robertson, and Jones.

Yours very truly,

George B. Jones, Esquire, M.P.?
House of Commons,
Ottawa

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052414

135

Ottawa, Ont., 9th March, 1925.

Dear Senator Robertson,

Pursuant to the request of caucus the Chairman and myself have selected the following committee to especially study matters relating to Home Bank policy, and the stand the party should take as respects this subject:

Messrs. Ryckman, Senator Robertson, and George B. Jones.

Yours very truly,

The Honourable,
G. D. Robertson,
The Senate,
Ottawa

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052415

135

Ottawa, Ont., 9th March, 1925.

Dear Mr. Ryckman,

Pursuant to the request of caucus the Chairman and myself have selected the following committee to especially study matters relating to Home Bank policy, and the stand the party should take as respects this subject.

Messrs. Ryckman, Spencer, Robertson, and George B. Jones.

Would you please convene this committee.

Yours very truly,

E. B. Ryckman, Esquire, M.P.,
House of Commons,
Ottawa

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052416

ONTARIO

LEGISLATIVE ASSEMBLY

Imperial Bank Bldg.,
Windsor, Ontario,
March 10th, 1925.

Rt. Hon. Arthur Meighen,
Parliament Buildings,
Ottawa, Canada.

Dear Mr. Meighen:

I should like to urge that assistance be given as soon as possible to the Home Bank depositors. Around here there are, I believe, about five thousand depositors, many of whom are suffering very much.

Thanking you and with best personal regards, I am,

Yours sincerely,

G. W. Wilson

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052417

135

Ottawa, March 13, 1925.

Dear Mr. Wilson:

Yours of the 10th instant reached me this morning. You may rest assured that any legislation the Government may bring down with regard to the reimbursement of the Home Bank depositors will receive my careful and sympathetic consideration.

Yours very truly,

F.W. Wilson, Esq.,
Imperial Bank Bldg.,
Windsor, Ont.

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052418

March 14/25
204 George St,
Toronto,

Hon Mr Meighen,
Dear Sir,

As a citizen of Toronto who has voted steadily for conservative canidates at all federal & provincial elections since I have had a vote 12 years ago, I trust you will kindly help me on the following request,

To be brief, I had over $1,100.00 in the Home Bank when it closed its doors, this money represents longe years of frugal saving and I hope Parliament will relieve us of part of this burden anyway,

I have heard that your attitude towards compensation is not very favorable, but, trust that this report is wrong as, many thousands of the depositors like myself have been staunch supporters of the conservative party in Toronto and elsewhere, and hope we will not be turned down now in the hour of need,

Might I also ask is it likely that the conservative members of the Senate will throw the bill out when it reaches them regardless of the majority that may pass it in the House of Commons, as such action will surely be a bitter example of ingratitude towards thousands of loyal hardworking citizens

In conclusion I trust I may get a reply shortly from you that is favorable to our cause, and hoping that you will kindly do what you can in securing relief which surely we are entitled to, I remain,

Yours respectfully,
Geo, A. Young,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052419

135

Ottawa, March 16, 1925.

George A. Young, Esq.,
205 George St.,
Toronto.

Dear Sir:

Yours of the 14th instant reached me this morning. I don't know who could have made the statement that I was opposed to assistance to the Home Bank depositors. Such a statement I have never made myself and you may rest assured any legislation the Government may introduce will have my most sympathetic consideration.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052420

135

Ottawa, March 25, 1925.

J.S. Douglas, Esq.,
Mail & Empire,
Toronto.

Dear Mr. Douglas:

I have had a talk with Tom Blackiock with regard to your letter to him of the 23rd instant. We decided I might as well write you direct. What the King Government will do in respect of the Home Bank depositors they do not know themselves. They may bring in a measure for full compensation. Personally I do not think this likely, but if they could defer payment until after the election they would not care. It seems to me more probable they will adopt some middle course. It is my opinion that whatever is done should be on the principle of relief and not on the principle of liability moral or legal. My attitude toward any legislation they bring down will be governed accordingly. We have a committee of caucus considering the matter, but they cannot do anything until they know what the Government legislation is. Meantime I think it would be a mistake for us to smooth the path of the Government by any premature announcement. For the Mail & Empire to blaze a trail might have the effect of later embarrassing myself. I am sure you understand the point I am urging.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052421

I was intending to run up to see you next Saturday when I hope to be in Toronto.

With kindest regards,

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052422

ECCLES J. GOTT

CONSTITUENCY OF SOUTH ESSEX.

The Parliament of Canada should Honestly Endeavor

1. To reduce our National Debt and lessen the burden of taxation by strict economy in every department of the Government.

2. To stop the alarming tide of emigration by encouraging the development of Canada's great natural resources and give employment to Canadians at home.

3. To so adjust the tariff as to give reasonable and just protection to Canadian farm and garden products in order that the Canadian farmer may obtain the highest prices for the products of his labor.

4. To reduce freight rates, especially on perishable products.

5. To develop a sane immigration policy with the view of building up Canada as a great and prosperous British nation.

Amherstburg, Ont. March 30th 1925

Hon Arthur Meighen
Ottawa Ontario

My Dear Mr Meighen
Mr Paul Poisson, of Tecumseh, has requested me to write you re Home Bank.

Since I do not know your deliberations in connection therewith, I hesitate to follow his personal recommendation which was - to have you use your influence with the senate relative to having the depositors of East and West Essex and all other depositors adequately reimbursed for their losses.

There is not a branch (I mean there was not) of the Home bank in the riding of South Essex, but in Essex East and West, I believe they lost approximately $1,000,000.

If you can find time you can give me some slight detail and if not I will consider how busy you are

Very Cordially Eccles J Gott

Protect Our Farmers -- Protect Our Workmen -- Protect Our Manufacturers -- Protect Canada.

Support Tariff, Protection and Canada.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052423

G.-N. Ducharme

MAIN 7676
QUATRE-VINGT-CINQ
EDIFICE "LA SAUVEGARDE"
92, RUE NOTRE-DAME-EST
MONTRÉAL

135

March the 30th, 1925.

Dear Sir,

I have the honor to enclose a leaflet containing two articles published in LE DEVOIR of January the 31st and February the 2nd last.

It has also seemed to me useful to reprint, in a booklet form, my articles of 1910 and 1913, on the Bank Act.

The experience of the last fifteen years, it seems to me, emphasize the importance of the observations I then made; it demonstrates the necessity and the efficiency of the amendments which I then proposed. If those modifications had been made in the proper time, they would have prevented the mismanagement of the HOME BANK, spared a loss of several millions of dollars and freed the country of the moral obligation to indemnify the depositors of this Bank.

Those commentaries, written at three different dates, but always on the subject of the Bank Act, are necessarily full of repetitions. However, I will draw your particular attention on the last part of my study of 1913, entitled THE DEPOSITORS (page 93).

I will be very pleased to send free, to any person asking for it, the booklet containing my articles published in 1910 and 1913.

With consideration,

G.N. Ducharme

The Right Honourable A, Meighen, M. P.,
House of Commons,
Ottawa, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052424

135

Ottawa, Ont., 1st April, 1925.

Dear Mr. Gott,

Your two letters of the 30th March reached me this morning.

It is, of course, impossible for us to state our attitude toward the Government's proposals with regard to reimbursement for the depositors of the Home Bank until we know what those proposals are. However, you may rest assured that we shall give to any legislation introduced with a view to assistance and relief for the Home Bank depositors will have our sympathetic consideration.

I have seen Dr. Tolmie again with regard to material being sent you. He has promised to see that a complete set goes forward. He had your name on the mailing list and is at a loss to understand how it was overlooked.

As to when the Government will hold an election, I do not think they themselves know, but the general impression seems to be one will be held this year and that an early appeal is not at all improbable.

Ecoles J. Gott, Esq., Yours verytruly,

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052425

1920

Boharmapr

Mr Meian Dear Sir
Pardon me if I call your
attenton to a grevance
against my wife and
myself we ware home
staid farmers wokred hard
for years had a little
surplus of wheat money
was advised to invest in
home bank stock it
was a failur backed by
goverment which is the
bigest gambler the big

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

eash men or the government
I dont think the goverment
is seting a very good exam
-ple I dont like to be robed
out off $1100.00 by some body
who is it foreners that burn
down school howses appear
to be more in favour then
long life citezens. I think
we are expected to perse
-cute ourselves to mak
our big men look biger
we are seperated now
biving with two sous their
thir women belong to the

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

3

serpent appeared in the
woman class not a very
nice homes for grand pa
and grandma to live in
if we had that home
bank money that some
body has got I dont know
who we could live to-
-gather a while longer
I am opposed to murder or
suside incendry might
help to get a home
could you or would you think
it worth while to assist
us a little

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

4

I am not asking of any bodys mony but our own that we work hard for dont know what next Mr E. N. Hopkins was a distant neighbour of ours when when we came west am geting tired

thank you

good by

Johnson A. Green

Green

Boharm sask

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052429

135

Ottawa, Apr. 20, 1925.

Johnson A. Green, Esq.,

Boharm, Sask.

Dear Sir:

Your letter reached me this morning. I regret very much that you were so unfortunate in your Home Bank investment, and I am sorry to hear of the difficult position in which you now find yourself. The responsibility, of course, for bringing in legislation rests with the Government and there is little I can do in that direction. However, if the Government do bring in a measure to assist those of your class I shall give to their proposals careful and earnest consideration.

Yours very truly,

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ARCHIVES PUBLIQUES
CANADA

052430

Leech, Leech & Sutton
Barristers, Solicitors, Etc.
Leech, Leech, Sutton & Hamilton
Notaries, Conveyancers, Etc.
J. HILLYARD LEECH, M.A. LL.B. K.C.
F.J. SUTTON, LL.B.
ERNEST T. LEECH, B.A.
THOS. HAMILTON.

CABLE ADDRESS "LEECH"
WESTERN UNION CODE
TELEPHONES { A 7856 / A 7857

306 McARTHUR BLDG.
WINNIPEG, CAN.

April 24th. 1925.

Confidential

#11418

Rt. Hon. Arthur Meighen,
Leader of the Opposition,
Parliament Bldgs.,
Ottawa, Ontario.

My dear Mr.Meighen:

I have had a talk with Mr. McMurray since he arrived here. It would seem that clouds are again arising with respect to the Home Bank and have given the Premier sufficient anxiety to cause him to speak to McMurray with reference to getting the matter cleaned up.

I have utterly failed in trying to get any statement from this bank of a great volume of securities left in it's hands to administer. My own view is that all the officials of that institution who deserve to be punished are not yet in jail. This claim has been held over Mr. McMurray's head and threatening gestures made towards him, while as I say, no account can be got as to what has happened to his property and explanations of what on their face are very questionable transactions are refused.

When I was in Ottawa last Summer you explained to me the policy of the Conservative Party would be to ask no questions or make no attack on my client or do anything that would be an excuse for dropping him from the Cabinet. I would be very glad to know if I could rely on that policy being carried out during the present session. I would like very much to have this done.

Very sincerely yours,

H/MCS.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052431

135

Ottawa, Apr. 28, 1925.

J. Hillyard Leech, Esq., K.C.,
306 McArthur Bldg.,
Winnipeg, Man.

Dear Mr. Leech:

I have yours of the 24th. I am sorry indeed it would not be possible for me to give an undertaking such as you suggest. There is no disposition at all to be unfair to the party you mention.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052432

135

Ottawa, April 28, 1925.

Dear Madam:

I am directed by the Right Honourable Arthur Meighen to acknowledge receipt of your letter of the 14th and to say in reply that he will give to the representations you have made his most sympathetic consideration. The responsibility of introducing legislation rests, of course, upon the Government, but if the matter comes up in the House he will bear in mind what you suggest.

Yours faithfully,

Private Secretary.

Mrs. Mary Forsythe,
Coal Creek,
B.C.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

05243 Coal Creek B.C.
April 14th 25

To the Hon. Meighen

Sir

As I have been a depositor in the Home Bank. I am writing you, to ask if you would, use your influence, toward getting us our money, this session. You should realize that the money we lost, was hard earned money, & was put there for when we would need it & we need it right now. We were always given to understand that the Banks were absolutely safe. By trying to get us our money you are encouraging thrift, as only thrifty people, have any money in Banks, at least that is the case here in Fernie. You cannot expect confidence in anything if the people are going to be such heavy losers. Mr Justice McKeown claimed that if the goverment had closed the Bank when when they were notified in 1916 & 1918 of the Banks condition, there would have been no loss to depositors, & that the reasons given by the then Minister of Finance, why he did not close the Bank, were, that it might have caused an unspeakable calamity to the country. So I think it is up to the country to see that we get our money thanking you, in advance, if you will use your influence, in the matter. Yours Truly

Mrs Mary Forsythe

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052434

Montreal April 28/25

Right Honourable Sir:-

The undersigned, being a depositor in the Home Bank of Canada, and one of your supporters will be very thankful to you if you will support the Bill to reimburse the Home Bank depositors when it comes before Parliament

Signed J. A. Vetch

Address 445 Strathcona Ave
Westmount. Que

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052435

135

Ottawa, Apr. 29, 1925.

J.A. Veitch, Esq.,

445 Strathcona Ave.,

Westmount, P.Q.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 28th instant, and to say in reply that should the matter come before the House of Commons the claims of the Home Bank depositors will receive his sympathetic consideration.

Yours faithfully,

Private Secretary.

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PUBLIC ARCHIVES
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CANADA

052436

President
CAPT. G. R. FORNERET

E. A. L'ESTRANGE,
Hon. Secretary
Phone Adel. 5798, 33 Richmond St. W.

Army and Navy Veterans in Canada

Honorary Patrons

THEIR MAJESTIES THE KING AND QUEEN
H.R.H. THE PRINCE OF WALES
H.R.H. THE DUKE OF CONNAUGHT
HIS GRACE THE DUKE OF DEVONSHIRE
HIS EXCELLENCY, GOVERNOR GENERAL LORD BYNG OF VIMY, G.C.B., G.C.M.G., M.V.O.

DOMINION PRESIDENT: MAJOR FAWCETT TAYLOR, D.S.O., K.C., M.P.P.,
PORTAGE LA PRAIRIE, MAN.

Toronto Unit No. 15
Toronto, Canada,
May 5th, 1925.

Rt. Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

Dear Sir:-

On behalf of various Veterans' Organizations and a very large number of individual Veterans throughout Canada who have lost money in the failure of the Home Bank of Canada, we desire to request your support of legislation which, we understand, will be presented to Parliament at its present Session reimbursing the depositors.

We know of many individual cases of hardship among Veterans of the Great War. In addition to these individual losers, Veterans' Organizations at a number of points in Canada were depositors in the Home Bank and in at least two cases, namely Fernie and Verdun, Veterans were raising funds for war memorials, which funds were on deposit in the said Home Bank; also the Khaki Call Magazine published on behalf of the Veterans was a heavy loser. The depositors have established before the Royal Commission, under Chief Justice McKeown, and the Parliamentary Committee on Banking and Commerce their moral right in equity to be reimbursed by the Government of Canada. We would appreciate an assurance from you that the reimbursing legislation will have your sympathy and support.

Yours very truly,

EAL.

THE ARMY AND NAVY VETERANS IN CANADA
TORONTO UNIT No. 15
Edward A. L'Estrange
SECRETARY.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

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CANADA

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

052437

135

Ottawa, May 7, 1925.

Dear Sir:

Your letter of May 5th on behalf of the Army and Navy Veterans in Canada, Toronto Unit No. 15, with regard to relief for depositors of the Home Bank, reached me this morning. You may rest assured that I shall give to this question my most sympathetic consideration when it comes before the House of Commons.

Yours very truly,

E.A. L'Estrange, Esq.,
Secretary,
Army & Navy Veterans In Canada,
Toronto Unit No. 15,
33 Richmond St. W.
Toronto, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052438

HOTEL PALLISER
CALGARY, ALTA.

Canadian Pacific Hotels

7. 5. 28

135

Dear Mr Meighen:

I have yours of the 28 ult. which reached my office during a previous absence.

I think it would be a strategic error to interfere in the Sask family squabbles.

Things have broken out anew down there and any other course than what I suggest would be doing exactly what the Chief and C.M. Macdonald would prescribe.

I have more bad symptoms re the W'P's Tribune and I doubt if I can rely on what Rickle told me although he spoke in good faith

Sincerely yours
J. H. Gillespie

Rt. Hon. Arthur Meighen
Ottawa

MEIGHEN PAPERS, Series 3 (M.G. 27, I, Volume 91)

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CANADA

All Communications to be addressed
E. A. L'ESTRANGE
Hon. Sec.

052439

TELEPHONES:
Adelaide 5798
Lakeside 2857w

VETERANS' RE-UNION COUNCIL

Representing all Chartered Veteran Associations and Unattached Ex-Service Men

33 RICHMOND ST. W.
TORONTO

Past President
LT.-COL. H. S. COOPER, M.C., O.B.E.

President
MAJOR JAS. WIDGERY
South African Veterans

Vice-President
ALLAN FORD
Great War Veterans' Asso.

Executive Committee
Naval Veterans
C. P. O. WM. MORRISON.
PETTY OFFICER T. COX

Army & Navy Vets. in Can.
CAPT. M. DE B. SILLIFANT
E. MAUDSLEY

H.M. Army & Navy Veterans
T. M. BURN
J. F. JOHNS

South African Veterans
W. H. HEWITT, LIEUT.
JAS. WIDGERY, MAJOR

Great War Veterans
ALLAN FORD
W. F. CHALLENGER

Amputation Association
W. S. DOBBS
C. J. BROWN

Veterans of '85
GEO. CREIGHTON, CAPT.

66th Assoc.
KENNETH C. MARSHALL
MAJOR W. H. COOPER

Imperial Veterans
MAJOR G. COUSENS
MAJOR W. COOKSON

Grand Army United Vets.
HUGH W. MCLEOD
G. S. MCINTYRE

Canadian Legion
C. H. FULKER
CAPT. MACLAREN

74th Battalion Association
SGT.-MAJ. F. H. HARGREAVES
SERGT. MAJOR JOWETT

Originals' Club.
CAPT. J. ALLEN, O.B.E.
CAPT. J. M. CALDER, D.C.M.

Unattached
CAPT. ELWOOD HUGHES

EDWARD A. L'ESTRANGE
Hon. Secretary

SERGT. MAJOR JOWETT
Hon. Assist. Secretary

CAPT. GEO. CREIGHTON
Hon. Treasurer

May 12th, 1925.

Rt. Hon. Arthur Meighen,
House of Commons,
Ottawa, Ont.

Dear Sir:-

At a meeting of the Veterans' Re-Union Council, Representing all Chartered Veteran Associations and all Unattached Ex-Service Men held at Military Headquarters, Toronto, on Monday, May 11th, the following resolution was passed unanimously:

> We, the duly authorized Delegates of all Ex-Service men realizing the great distress and privations being suffered by Ex-Service men and their families through the failure of the Home Bank:
>
> Also the loss of funds by Veterans' Organizations, by the official Veterans' paper, The Khaki Call, and of war memorial funds such as those raised for this purpose at Fernie and Verdun:
>
> And whereas the depositors in said Bank have established to the satisfaction of a Royal Commission under Chief Justice McKeown and the Parliamentary Committee on Banking and Commerce their moral right in equity to reimbursement by the country:
>
> Resolved that the Veterans' Re-Union Council are of the strongest opinion that a measure providing immediate reimbursement for the losers in the late Home Bank should be passed by Parliament without delay.

We would appreciate an assurance from you that the necessary reimbursing legislation will have your personal sympathy and support.

Yours faithfully,

For Veterans' Re-Union Council,

Allan Ford
President.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052440

135

Ottawa, May 16, 1925.

Allan Ford, Esq.,
Pres., Veterans' Re-Union Council,
33 Richmond St. W.,
Toronto.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 12th instant with regard to the Home Bank depositors, and to say that this matter will receive his best attention when it comes before the House.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052441

135

Ottawa, May 16, 1925.

C.H. Grifton, Esq.,
St. Catharines,
Ont.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 14th instant with regard to shareholders of the Home Bank, and to say that this matter will receive his best consideration.

Yours faithfully,

Private Secretary.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

052442

St. Catharines, May 14th,n1925

Right Hon. Arthur Meighen, M. P.
Ottawa,
Ontario.

Re - Home Bank.

Dear Sir:

You may remember I wrote you respecting this matter some time ago. I submit that the shareholders especially those who took stock at the later date should have quite as much consideration as the depositors, and should at least be relieved of the sting of the double liability.

Your obedient servant,

C. M. GRIPTON.

C M Gripton

CMG/T

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

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CANADA

052443

Leech, Leech & Sutton
Barristers, Solicitors, Etc.
Leech, Leech, Sutton & Hamilton
Notaries, Conveyancers, Etc.

J. HILLYARD LEECH, M.A. LL.B. K.C.
F. J. SUTTON, LL.B.
ERNEST T. LEECH, B.A.
THOS. HAMILTON.

CABLE ADDRESS "LEECH"
WESTERN UNION CODE
TELEPHONES { A 7856 / A 7857

306 McARTHUR BLDG.
WINNIPEG, CAN.

May 23rd. 1925.

Confidential

#11418

Rt. Hon. Arthur Meighen,
Leader of the Opposition,
Parliament Bldgs.,
Ottawa, Ontario.

My dear Mr. Meighen:

I have been somewhat closely in touch with movements in Ottawa re the resignation of one of the Ministers.

It looks at this time as if McMurray was completely defeated. Had he held his ground and called for help he would have had 90% of the Liberals behind him. Now that he is down and out human nature has shown its weakness and many of those who were enthusiastically in support of him in his earlier fight are now apathetic. However, there is going to be a considerable cleavage which we should be ready to take advantage of.

I have been asked to assist the McMurray wing in making an attack on King through the Press.

Please keep this confidential and burn this letter when you have read it.

Cordially yours,

H/MCS.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

135

052444

Placed with pamphlets to go to vault

Montreal, May 23rd, 1925

Dear Sir,

You will find enclosed a reprint of my articles published in 1910 and 1913 on the Bank Act, which I mentioned when addressing you my leaflet entitled: "The failure of the Home Bank".

My comments are the result of my experience in the banking business and of the study I have made of the main causes which brought the failure of some of our banks.

I hope it will interest you and shall at the same time be useful when the Bank Act is discussed.

With my best regards,

G. N. Duchesne

The Right Honourable A. Meighen,
Minister of the Opposition,
House of Commons,
Ottawa, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

052445

135

Ottawa, May 26, 1925.

Dear Mr. Leech:

Thank you for your letter of the 23rd. I cannot understand the party you refer to putting in his resignation in the terms in which it was couched. He must have parted with his judgment. If called upon to resign at all the bare resignation was all that he should have given. He then would have been in a rather strong position now. For myself I never considered Mr. McMurray's conduct as in itself blameable, that is, in so far as revealed to me. It is no crime to owe money if the debt was honestly incurred and if an honest effort is made to discharge it. Between his conduct and that of Mr. Murdock there is no comparison at all.

Yours very truly,

J. Hillyard Leech, Esq., M.A., LLbB., K.C.,
306 McArthur Bldg.,
Winnipeg, Man.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

Empire Building
64 WELLINGTON STREET WEST

052446

Cable Address
JOFSNARR, TORONTO

JOHN F. SNARR

MANUFACTURERS' AGENT

TORONTO, 28th. May, 1925.

The Right Hon. Arthur Meighen, K.C., M.P.,
House of Commons,
OTTAWA, CAN.

Dear Sir:

I last wrote you July, 4/24 regarding "Moral Claim" of Home Bank Depositors, and received your acknowledgment dated July, 5/24.

It is now a year and nine months since the Bank closed its doors, and the depositors have been suffering and worrying ever since, without even the satisfaction of knowing whether or not they will be reimbursed by the Government.

As one of the many depositors who has been greatly in--convenienced through the Government allowing Home Bank to issue a statement (May, 1923) showing the Bank to be perfectly solvent, and also to publish an announcement to the effect that the Home Bank would pay a dividend of 7%, payable 1st. Septr., 1923, since Home Bank calamity I have asked myself many times if I have placed too much confidence in our Government doing the right thing by the people. I firmly believe that many, many thousands of our Canadian citizens are asking themselves the same question.

What will become of our country if we as Canadian citizens cannot depend upon the Banks' statements being absolutely reliable? It is my strong opinion that Canada's public confidence has been badly shattered, and the only way to regain the confidence of the people is for the Government to pay Home Bank depositors in full at an early date, and then assure the public that all saving deposits will be absolutely safe in future.

I appeal to you as one of Canada's leading statesmen to do your utmost to bring about a speedy and satisfactory settle--ment of this matter.

Thanking you for the favour of an early reply,

I am,
Yours faithfully,
Jno F. Snarr.

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CANADA

052447

135

Ottawa, June 1, 1925.

John F. Snarr, Esq.,
64 Wellington St. W.,
Toronto.

Dear Sir:

I am directed by the Rt. Hon. Arthur Meighen to acknowledge receipt of your letter of the 28th May with regard to the Home Bank depositors, and to say in reply that he will give to this question his most sympathetic consideration when it comes before the House.

Yours faithfully,

Private Secretary.

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CANADA

052448

135

Ottawa, June 3, 1935.

Dear Dr. McGibbon:

Referring to yours of the 30th, I am personally of much the same mind as yourself on the subject you refer to. We will have caucus on Thursday when the subject will be most thoroughly discussed. Meantime I could not say just what stand we will probably take. Your analysis of the course the Government have pursued is exactly right.

Yours very truly,

Dr. Peter McGibbon,
Bracebridge,
Ont.

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052449

OFFICE OF
Peter McGibbon
M.C., M.B., M.R.C.S. Eng. L.R.C.P. (Lond).
BRACEBRIDGE, MUSKOKA.

Bracebridge May 30/25.

My dear Mr Meighen:-

Many thanks for your letter of congratulations regarding the convention. Has it not been for you and the fight you are putting up for the conservative party I would not have accepted it but under such circumstances when I received more than seventy five percent of the votes I felt that it was up to me to do what I could to redeem the riding. I have since been over nearly of it and feel that tho' it can be done but it is going to be heavy task as the riding extends fro Algonquin Park to within twenty five miles of the city of Toronto and is about eighty miles wide in the north. More over I am enclined to think that it will be a heart breaker from a financiat standpoint.

The main object of this letter however is to tell you that I have been asked to go to Ottawa next week to try and get the Senate to pass the bill to reimburse the Home Bank depositors. I believe that a well organised deput

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052450

OFFICE OF Peter McGibbon M.C., M.B., M.R.C.S. Eng. L.R.C.P. (Lond). BRACEBRIDGE, MUSKOKA.

ation is going. Now I do not care whether I go or not although I am led to believe that there are a number in North Ontario who will be affected. I am am enclined to believe that King is only playing politics ot he would have put the amount in the estimates. Then too I think one of the objects of the enquiry a year ago was to get Sir Thomas White. And last but not least I think the principle is wrong but would like to have your opinionm on the matter. As time is short I would be grateful for an early reply. With best wishes I am,

Yours very sincerely,

Peter McGibbon

Mr McGibbon sends
Election Pamphlet & Mr Meighen

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CANADA

052451

135

Ottawa, June 4, 1925.

Dear Mr. Leech:

I have just received your letter of the 29th ultimo. The day after this arrived a dispatch from Regina disclosed the fact that the material referred to was revealed on Monday last. To my mind these last hour revealations are almost valueless and apparently so they have proved. It is a great pity these things were not known in time to have the electorate understand their significance.

Yours very truly,

J. Hillyard Leech, Esq., M.A., LL.B., K.C.,
306 McArthur Bldg.,
Winnipeg, Man.

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Notaries, Conveyancers, Etc.
J. HILLYARD LEECH, M.A. LL.B. K.C.
F.J. SUTTON, LL.B.
ERNEST T. LEECH, B.A.
THOS. HAMILTON.

052452

CABLE ADDRESS "LEECH"
WESTERN UNION CODE
TELEPHONES { A 7856 / A 7857
306 McARTHUR BLDG.
WINNIPEG, CAN.

May 29th. 1925.

Confidential

#11418

Rt. Hon. Arthur Meighen,
Leader of the Opposition,
Parliament Bldgs.,
Ottawa, Ontario.

My dear Mr. Meighen:

I am in receipt of your letter of the 26th. Inst. You are completely right with reference to McMurray's letter and King's reply. The whole story of the correspondence is an infernal lie and I cannot understand McMurray, who is normally a truthful man, having so little gumption as to be snared into that kind of a thing. I am exceedingly provoked over the whole matter but notwithstanding his mistake, my value of McMurray is that he is a very high type of man, absolutely honest, good-hearted and loyal to his friends. I cannot but feel badly over his political elimination.

I am more than ever impressed that this coming election is our great opportunity to get back. My view is you are going to see a big reaction in Saskatchewan. The facts are I have the material in my hands to defeat that Govt. but am not allowed to use it on account of R.E.A's law suit with the Leader. This case is coming on by way of appeal before a bench dominated by Grit Judges and he is afraid of the consequences if I deal a blow to the Government. I may mention to you, however, that I hold a contract in my possession drawn by Jonah, a partner of Cross', Attorney-General of the present Government, in which a crowd of bootleggers and Jonah agreed upon the illegal sale of this liquor for which they condemned my brother and Jonah was to be the arbitrator of all differences between this bunch of criminals. In other words, while R.E.A. was battling bootleggers in an effort to enforce the Government measure of prohibition, an adjunct law office, in which the Attorney-General was senior partner, was preparing the contract for a conspiracy to defraud the Act and he himself was to be arbitrator between the criminals. The document itself on the back bears

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052453

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WINNIPEG, CAN.

Rt. Hon. Arthur Meighen. May 29th. 1925.

the name of the Attorney-General and his partners and is signed by Jonah the partner of the Attorney-General as witness. We have also both front and back photographs of a cheque given by Natanson, the chief bootlegger and one of the parties to the above mentioned contract who has been several times sent to jail and otherwise punished by my brother, for some $50,000.00 payable to Jonah.

There is not a doubt in my mind but what that Government is a high-jacker institution preying upon the bootleggers and that it is all worked through representatives of the Leader.

I am giving you this information but would ask you not to use it until after our appeal comes off in November. My personal view was to hand it out and smash that Government, but they have no Press out there or any way to handle the publicity end of it without an expense that would be prohibitive. My plan was to publish it in the Winnipeg Tribune and circulate 10,000 copies of the paper through the Province. In view, however, of the fear of the consequences to my brother's case on appeal, he would not permit the scheme to be carried out. Of course, you will also understand he is about as strong a Liberal as I am a Tory.

My belief is if we could initiate some new war cry for the West that you would be surprised at what could be done to reestablish the Conservative Party here.

I am sorry to trouble you at such great length.

Yours very truly,

J. Hillyard Leech

H/MCS.

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CANADA

052454

ROBERT A. REID, LL.B., D.C.L.
Advocate, Barrister,
Counsellor at Law.

TELEPHONE ADELAIDE 263

CABLE ADDRESS, "REIDLAW, TORONTO."
(ALL STANDARD CODES USED)

KENT BUILDING, 156 YONGE STREET,
TORONTO, CANADA.

June 7th.1925.

Rt.Hon.Arthur Meighen K.C.
House of Commons,
Ottawa,Ont.:-

Dear Mr Meighen:-

I enclose herewith copy of the Mail & Empire and the Star which contains some material put together a few days ago regarding the proposed Home Bank bill. It may be of some use.

I wrote you a letter on February 24th last and in the second paragraph on the second page and about the 6th or 7th line I stated that the losses of the Home Bank shareholders would be about $15.000.000. The word "shareholders" should be "depositors",and in case you did not notice the error you might have it corrected now in case you are reading over the material once more.

I would suggest that when the bill is brought down tomorrow that you ask for the following information,and reserve the right to call for more:-

1. Ask for a complete,itemized and detailed statement of the whole winding up proceedings in connection with the Home Bank to date,including the assets and liabilities,the costs of solicitors,liquidators,payments in settlemenets of claims,and every other matter and thing in this connection down to the present time. It is impossible to tell on what basis or figures this whole reimbursement is proceeding unless you know this. They do not seem inclined to give any person this information, but the depositors and shareholders want it.

2. Ask for the detailed confidatial reports of Mr George Edwards,the auditor who spent months in the bank at the expense of the taxpayers of Canada and who made two (2), I understand, reports on the failure of the bank. There was an item of $15.000 in last years supplementary estimates about this,but I am told it cost considerably more,paid for by the peple,and they are entitled to these reports.

3. Ask for the report of the liquidator to the government in detail.

4. Ask for the report of the liquidator to the Finance Minister regarding the Bank failure and also regarding McMurray,and his report on this matter to the Prime Minister.

5. Ask if it is not a fact that Mr Robb the Finance Minister and Mr Macdonald the Defence Minister are opposed to this reimbursement. I am advised by those who know that they are vehemently opposed to it. Also

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I am advised from inside information that nearly all the Eastern Ministers are opposed to this proposed bill. Poll the Cabinet as we would a jury, and while they may be united as a government as members and individuals they are not in favour. I have this from those who know from interviews. You can have a lot of fun on this aspect as well.

Mr Edwards made two (2) reports, one a long original report after he had been in the bank a few months, and then a supplementary report. You should have these as well as all the other information before the bill can be discussed intelligently.

I will send you some further material tomorrow.

Yours sincerely,

Robert A. Reid

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CANADA

052456

ROBERT A. REID, LL.B., D.C.L.
Advocate, Barrister,
Counsellor at Law.

TELEPHONE ADELAIDE 263

CABLE ADDRESS, "REIDLAW, TORONTO."
(ALL STANDARD CODES USED)

KENT BUILDING, 156 YONGE STREET,
TORONTO, CANADA.

June 9th.1925.

Rt.Hon.Arthur Meighen K.C.,M.P.

House of Commons,

Ottawa,Ont.:-

Dear Mr Meighen :-

I enclose herewith copy of the Globe of this date containing a further reference to the proposed reimbursement of the Home Bank depositors. You will observe that I have drafted a form of amendment, from my point of view, regarding the relief to be given the shareholders from the double liability.

It has occurred to me that it might be a good move to bring in another amendment providing for full relief to the extent of one hundred per cent, in addition to relieving the shareholders,and then have the Senate throw out the bill if it be not approved in the form of 100 per cent by the Commons. This of course is a matter for your own good political judgment.

I noticed by the small reports in todays newspapers here that some hints were thrown out about different matters connected with the proposed administration and payment of the reimbursement. Someone said that it was rumoured the liquidators would claim their usual 5 per cent commission on this money as a part of the estate funds administered by them. You can depend upon they will unless some restraining terms are provided in the bill. It seems to me that the money should be dispensed direct from the Finance department to the depositors. This would make certain their receipt of the whole amount intact.

Then Parliament should exercise some supervision over the assets and property in the hands of the liquidators. There should be some security given to the government for this money,as it is said that the assets are much more valuable than they are stated to be in various reports. The government should make an enquiry and investigation and valuation as to the estate, property and assets.

A number of persons have sold their deposits, and others have given options on their claims to speculators, and others who have taken advantage of their condition and in many cases have driven hard bargains. These transaction should be declared to be illegal and all money paid in full to the depositor.

We have never been able to get a complete statement of the result of the winding-up to date. All this material should be tabled in the House so that every, person may understand how this $5.450.000 is arrived at.

Yours sincerely,

Robert A. Reid

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CANADA

052457

135

Ottawa, June 13, 1925.

Dear Mr. Reid:

Your letter of the 9th instant reached me a day or two ago. The amendment such as you suggest is not within the power of an ordinary member. We have warned the Government against any commission on this money and we will certainly watch carefully to see that none is paid.

I am most thankful to you for the information you have been good enough to give me on this Home Bank Question.

Yours very truly,

Robt. A. Reid, Esq.,
Kent Bldg., 156 Yonge St.,
Toronto, Ont.

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Private & Confidential

THE SENATE
CANADA

052458

Senate Chamber

Ottawa, June 13th, 1925.

Right Hon. Arthur Meighen, K.C. P.C. M.P.,
House of Commons,
Ottawa, Ont.

Dear Meighen;-

I would liked to have had a few minutes' conversation with you before the matter of the Home Bank came before our House, and would also have liked to have talked with you a little while on political matters, but I find, and I am not blaming anybody for that, that it is very difficult to get into communication with you personally.

First, re the Home Bank. I may say, at once, that I intend to support the Bill, and I will give you two reasons. One is, that quite a number of the Branches, and quite a number of the people in the South Western part of the Constituency of Souris, at least, lost a great deal of money, and several of the Towns in the Southern part of my Constituency had no other Bank. That alone, I do not think, would justify me in voting for the Bill. There is absolutely no question that the whole thing has become entirely political, with the exception of one of the reasons which I will give you a little later on.

I have said that many of my Constituents were interested, in 1911 when reciprocity was the strong political feature of the election. I ran against reciprocity

.....2

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052459

notwithstanding the fact that I was in favour of it at the time, and have been ever since. I so stated my position in Caucus, and of course, my statement was not popular. One of your pets got right up after me and took the opposite course and was received with great applause. He informed Caucus that he could double his majority against reciprocity. My Constituency is twice as large as his, and I got three times his majority. He got the applause and I got the majority.

Now those people in the South, notwithstanding the fact that they were absolutely in favour of reciprocity and personally interested, many of them stayed with me and voted for me. Had they not done so I certainly would have been defeated and my public career ended. Now I believe, rightly or wrongly, that I am under an obligation to those people, and I intend to stand by my obligation. Again, I believe that the Government, both Conservative and Liberal, are largely responsible for the failure of the Home Bank. If anyone had an excuse it was Sir Thomas White in 1916-17, when he stated "That to permit the Home Bank to fail might bring a financial crisis during a very serious time", but 1918 came and the war ended, also 1919, 1920, 1921, 1922 and 1923, when the Bank failed. Surely after 1918 the Conservative Government had no excuse for not doing something for this Bank. Then came the "Grit" Government, and they camouflaged in the same way.

I know you think I talk very frankly, and I certainly mean to do so. For those two reasons I am going to support the Bill. It looks to me, Arthur, that the Conservatives in the Senate will split nearly fifty-fifty. Some of our ablest men are opposed to the Bill and state so very frankly and decidedly. There is more opposition to it in our Party than I thought there would be, and some of our best men claim that we stand to lose more politically by voting for the Bill than by opposing it.

You have stated to me before, and may still think the same, "Why do we not say this in Caucus". Well Arthur, surely you recognize that the present Caucus is by no means representative of the people of Canada; as you know it is practically a Caucus of men formed from three Provinces out of nine. I could say much more about that,

.....3

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052460

but it is not necessary.

If I could get an opportunity to talk with you during the next week I certainly would be very much pleased to do so; I am not particular at all as to time, Sunday, night or week-day. If I do not get a chance I have a few things to say which I will write.

We sail on the 3rd of July for the British Isles and Europe, and will be away for three months. You must have been very much shocked by the sudden death of Sir. William Petersen; it certainly was a tragic event.

Yours sincerely,

A. L. Schaffner

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CANADA

052461

135

Ottawa, June 18, 1925.

Honourable F.L. Schaffner,
The Senate,
Ottawa.

Dear Senator Schaffner:

Your letter of the 15th reached me in due course, and I have read it with the greatest interest. I shall make an effort to see if I can squeeze a moment to see you prior to the close of the session.

Yours very truly,

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E.C. SANDERS, B.C.L. A.A. INGRAM, B.A.

052462

OFFICES:- 14 SOUTHWICK ST.

St. Thomas, Ont.

June 20th, 1925.

Hon. Sir George Foster, Esq.,

Ottawa, Canada.

Dear Sir: - Re Home Bank Bill -

As a son of a former Conservative member of the House of Commons who has consistently supported the Liberal Conservative party for many years, I feel privileged to express to you my personal views disapproving the Senate's action with regard to The Home Bank bill which I feel was largely influenced by the views and activities of yourself and the Hon. J. D. Reid.

If the reports in the morning papers with respect to the amendments made to the bill in the Senate are correct, I feel that the Liberal Conservative party in this country has received a heavy blow that will seriously decrease its fighting capacity in the general election which will surely come within the next year and a half because the responsibility for the action of the Senate will be charged up to the Liberal-Conservative majority in the Senate.

It appears that the bill as amended by the Senate provides that no Association, Society, partnership or friendly or Fraternal Society or Labor Union shall receive reimbursement out of the funds provided by Parliament. If this provision stands then the prospects of the Liberal Conservative candidate (who stands very well personally with the people of the Riding) winning in Elgin County will be affected detrimentally. This provision would prevent a local Masonic Lodge with a membership of about 400 receiving any relief with respect to a claim for $3000. I understand (although I have no definite information on the point) that the Roman Catholic School Board and some other Roman Catholic institutions in this city had moneys in the local branch of The Home Bank. Furthermore, as you are no doubt aware we have a number of very powerful Labour Unions in this city amongst the railroad men who would fight this provision on principle although they have no funds so far as I am aware in the local branch of the Home Bank.

It is altogether likely that the Liberal Candidate in Elgin will be Mayor Sloggett who is a member of the Brotherhood of Locomotive Engineers and a strong supporter of Labour Union principles and from what I know of this gentleman he will use this argument most effectively in the coming Campaign.

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052463

OFFICES:- 14 SOUTHWICK ST.

St. Thomas, Ont.

June 20th, 1925.

For the reasons stated above I believe that the Liberal Conservative members of the Senate have done the party a great amount of harm by their action in amending the Home Bank bill. The depositors who are hurt by the Senate's action will feel very hostile toward our party whilst those who are not Home Bank depositors and who are affiliated with the other political parties will not lend any support to the Liberal Conservative party because of the action of the Senate.

Apparently from the newspapers' reports the amended bill does not provide for the case in which there are trust funds in the name of a firm in trust for anumber of persons whose individual claims with respect to that trust account do not exceed $500. Apparently these parties will get no relief at all which is decidedly inequitable.

I am satisfied that the considerations mentioned above will apply to quite a number of Ridings and that the effects will be very far reaching. Consequently I wish to urge upon you as strongly as possible the serious re-consideration of the matter.

Yours truly,

(Sgd) A. A. Ingram

RRI/L.

Similar lr. written to
Hon. Sir George Foster.

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FORM T.D. 2 X.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

S 3138

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J. McMILLAN, General Manager of Telegraphs, Montreal.

Send the following Message, subject to the terms printed on the back hereof which are hereby agreed to.

2WN.CZ. 87-BLUE-

WINNIPEG MAN,JUNE 21ST.25.

RECEIVED 486 By ... Time 7/6

HON.ARTHUR MEIGHEN,

OTTAWA,ONT.

OUR DEPOSIT IN HOME BANK ABOUT FIFTEEN THOUSAND WAS LARGELY MADE UP OF CLIENTS MONEYS CESTNIQUE TRUST MONEYS SHOULD BE PROTECTED TO SAME EXTENT AS OTHER DEPOSITORS.IF COMMONS ACCEPT PRINCIPLE OF SENATE THEN SUGGEST THE FOLLOWING AMENDMENT."NOTWITHSTANDING ANY THING HEREIN CONTAINED,EXCLUDED CLASSES MAY PROVE UNDER SECTIONS TWO AND THREE FOR ANY MONEYS HELD IN TRUST FOR ANY PERSON WHO COULD HAVE PROVED UNDER SAID SECTIONS IF SUCH MONEYS HAD BEEN DEPOSITED IN THE NAME OF SUCH PERSON" HAVE WIRED HUDSON, WOULD YOU SEE SENATORS.

HULL SPARLING AND SPARLING.

602PM21ST.

Senator Lougheed

052464

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CANADA

052465

135

Ottawa, June 24, 1925.

Dear Mr. Ross:

I duly received your telegram of the 23nd. I cannot do better than send you the Hansard of yesterday which contains a debate on the subject referred to in your wire. The debate reveals the position at the present time.

Yours very truly,

W.G. Ross, Esq.,
Pres., Saskatchewan Home Bank Depositors Assn.,
Moose Jaw, Sask.

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FORM T.D. 1 X.

CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPH

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CABLE CONNECTIONS TO ALL THE WORLD

J. McMILLAN, General Manager of Telegraphs, Montreal.

052466

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MOOSEJAW SASK JUNE 22 1925 554

ARTHUR MEIGHEN

OTTAWA ONT

SASKATCHEWAN DEPOSITORS COMMITTEE STILL THINK THAT COMMONS BILL AS PASSED SHOULD BE PRESSED AND SUGGEST THAT THERE IS AMPLE PRECEDENT FOR A CONFERENCE BETWEEN COMMONS AND SENATE AS TO ULTIMATE FORM OF BILL AND FURTHER RECOMMEND THAT COMMONS BILL BE RESUBMITTED IN AMENDED FORM ALLOWING 35 PERCENT ON ALL DEPOSITS EXCEPT THOSE OF ALL GOVERNMENTS BANKS CORPORATIONS AND SOCIETIES OF EVERY NATURE

SASKATCHEWAN HOME BANK DEPOSITORS ASSOCIATION

PER W G ROSS PRESIDENT. 255A

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CANADA

052467

Copy:

Ottawa, June 24, 1925.

Dear Sirs:

I duly received your telegram and have endeavoured to ascertain if the Senate would not meet your views in this matter. There seems a great deal of reason in your suggestion. I am following the matter closely.

Yours very truly,

Hull, Sparling and Sparling,
Winnipeg, Man.

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CANADA

052468

135

Ottawa, July 24, 1925.

Dear Mr. Mitchell:

I duly received your telegram of the 23rd. I cannot do better than send you the Hansard of yesterday which contains a debate on the subject referred to in your wire. The debate reveals the position at the present time.

Yours very truly,

W.S. Mitchell, Esq.,
Montreal Committee Home Bank Depositors,
Montreal, P.Q.

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Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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Form 6122
Replacing Form 1-TW

052469

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THE RIGHT HONOURABLE ARTHUR MEIGHEN 457 STANDARD TIME

HOUSE OF COMMONS OTTAWA ONT

(THE FOREGOING MESSAGE SENT TO THE PREMIER) THIS COMMITTEE REPRESENTING THE HOME BANK DEPOSITORS AFTER CAREFUL CONSIDERATION OF THE RELIEF BILL ADOPTED BY THE SENATE ENTER THEIR PROTEST AGAINST THE ACCEPTANCE OF THE MEASURE BY THE TORONTO COMMITTEE AND APPEAL ON BEHALF OF THE QUEBEC DEPOSITORS WHO LOOK TO YOU FOR THE JUST SETTLEMENT OF THEIR ESTABLISHED CLAIMS WITHOUT UNFAIR DESCRIMINATION

MONTREAL COMMITTEE HOME BANK DEPOSITORS C S MITCHELL SECRETARY.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

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CANADA

052470

135

sent Senator Roughead

Ottawa, June 24, 1925.

sent Senator Roughead

Dear Sirs:

I duly received your telegram and have endeavoured to ascertain if the Senate would not meet your views in this matter. There seems a great deal of reason in your suggestion. I am following the matter closely.

Yours very truly,

Hull, Sparling and Sparling,
Winnipeg, Man.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052471

135

Ottawa, June 25, 1925.

Major F.W. Wilson, M.L.A.,
Imperial Bank Bldg.,
Windsor, Ont.,

Dear Major Wilson:

Yours of the 23rd instant with regard to the Home Bank reached me to-day. The action of the Senate was unanimous and the Bill as sent back to the House of Commons passed the Senate with the support of both Liberals and Conservatives.

Yours very truly.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052472

ONTARIO

LEGISLATIVE ASSEMBLY

Imperial Bank Building,
Windsor, Ontario.

June 23rd, 1925.

Rt. Hon. Arthur Meighen,
Parliament Buildings,
Ottawa, Ontario.

Dear Mr. Meighen:

The people here are very apprehensive that they are not going to get sufficient or perhaps any relief, and they blame the Conservative majority in the Senate.

I do hope that everything possible will be done to enable all possible relief to be granted.

Yours sincerely,

F. C. Wilson

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052473

135

Ottawa, June 25, 1925.

Dear Mr. Ingram:

A copy of your letter to Sir George Foster reached me today. The Home Bank measure as amended by the Senate was not the action of the Conservative Senators. That bill passed the Senate unanimously and was supported wholeheartedly by the Liberal Senators.

Yours very truly,

A.A. Ingram, Esq., B.A.,
14 Southwick St.,
St. Thomas, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052474

135

Ottawa, June 25, 1925.

Dear Mr. Stinson:

Your telegram of the 25th instant, with regard to the Home Bank measure reached me today. The action taken in the Senate was the unanimous action. The Bill passed that chamber supported by both Liberals and Conservatives. Today a conference is to take place between the House and the Senate with regard to this matter but I cannot say with what result.

Yours very truly,

T.H. Stinson, Esq.,
Lindsay, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

CANADIAN NATIONAL TELEGRAM

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Form 6122
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052475

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KA303 42

LINDSAY ONT 25 225 P

RT HON ARTHUR MEIGHEN 379

HOUSE OF COMMONS OTTAWA ONT

HOME BANK BILL SHOULD BE PASSED RAISING THE LIMIT OF THOSE ENTITLED TO PARTICIPATE TO ONE THOUSAND DOLLARS ACADEMIC DEBATE DOES NOT APPEAL TO THE THOUSANDS WHOSE LIFE SAVINGS ARE IN JEOPARDY REFUSAL OF THE BILL WILL BE DISASTEROUS TO THIS RIDING

T H STINSON.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052476

135

Ottawa, June 25, 1925.

Jas. Ashenn, Esq.,
3579 Dundas St. W.,
Toronto.

Dear Mr. Ashenn:

Your telegram of the 25th instant reached me to-day. The action of the Senate was not taken by Conservative Senators alone but the Bill as passed in that Chamber passed unanimously. As a matter of fact the amendments were made by Senator Beique who is a Liberal.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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Form 6122
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RA149 33-10 EXTRA RUSH

TORONTO ONT 25 1122 A

HON ARTHUR MEIGHEN

202

HOUSE OF COMMONS OTTAWA ONT

ACTION OF CONSERVATIVE SENATORS WILL GREATLY EFFECT THE POOR OF WESTYORK USE YOUR INFLUENCE FOR RELEASE TO UTMOST IN THE HOME BANK MEASURE

JAS ASHAMN J P 3579 DUNDAS ST WEST .

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

Leech, Leech & Sutton
Barristers, Solicitors, Etc.
Leech, Leech, Sutton & Hamilton
Notaries, Conveyancers, Etc.
J. HILLYARD LEECH, M.A. LL.B. K.C.
F. J. SUTTON, LL.B.
ERNEST T. LEECH, B.A.
THOS. HAMILTON.
306 McARTHUR BLDG.
WINNIPEG, CAN.

052478

CABLE ADDRESS "LEECH"
WESTERN UNION CODE
TELEPHONES { A 7856 / A 7857

135

June 25th. 1925.

Confidential

#11418

Rt. Hon. Arthur Meighen, M.P.
Leader of the Opposition,
Parliament Bldgs.,
Ottawa, Ontario.

My dear Mr. Meighen:

I am in receipt of your letter of the 4th. Inst.

I did not hand out the revelations you speak of and they have been published only in part.

I with you entirely disapprove of springing boomerangs just before an election when there is no opportunity to answer and I was no party to what happened in Saskatchewan.

Yours very truly,

J. Hillyard Leech

H/MCS.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052479

Form 6122
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CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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RA461 24 NL

FERNIE BC 25

HONOURABLE ARTHUR MEIGHEN 673

HOUSE COMMONS OTTAWA ONT

CONTINUANCE YOUR ATTITUDE SUPPORTING HOME BANK BILL AS AMENDED BY SENATE WILL UTTERLY RUIN CONSERVATIVE CHANCES IN THIS DISTRICT FOR ALL TIME TO COME

FERNIE FREE PRESS.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
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CANADA

Ottawa, June 25.

052480

Memo for Mr. Meighen:

I have spoken to Sir James Lougheed with regard to the attached. He states he has no objection to trust accounts being included but the difficulty is that the Quebec and Maritime Senators, together with a section of the Ontario Senators are absolutely opposed to anything in the way of relief, and that the whole matter has been one of compromise. Sir James will keep your view in mind but suggests that you should be on the Conference and come over and discuss the matter.

A.W.M.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052481

135

Ottawa, June 26, 1925.

Dear Sir:

Your telegram of the 25th instant reached me in due course. The action taken by the Senate of Canada was an unanimous action and the Bill as passed by that Chamber received the hearty support of both Liberals and Conservatives.

Yours very truly,

Malcolm S. Clapp, Esq.,
Tecumseh, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

052482

CANADIAN NATIONAL TELEGRAM

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Replacing Form 1-TW

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RA359 18-2 EXTRA

TECUMSEH ONT 25 400 P

HON ARTHUR MEIGHEN 466

OTTAWA ONT

RESPECTFULLY URGE YOUR SUPPORT OF BILL AS FIRST PRESENTED TO SENATE RE RELIEF HOME BANK DEPOSITORS

MALCOLM S CLAPP. PAUL POISSON.

USE OUR DIRECT ALL-CANADA SERVICE TO VANCOUVER, VICTORIA AND BRITISH COLUMBIA POINTS

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052483

135

Ottawa, June 30, 1925.

Dear Sir:

I duly received your telegram of the 25th June. It would seem to me from your message that inaccurate reports of the stand I took have reached the West, consequently I am enclosing the Hansard giving the debate which took place on June 26th respecting the Senate's attitude on the Home Bank legislation. The Government asked the House to vote on these resolutions each involving a constitutional claim on behalf of the House of Commons. With three of them I could not agree and do not think anyone who understands the constitutional position could have agreed with them. As a matter of fact I do not think the Government put them up with any other idea than to make sure the Senate would disagree.

Personally, however, I have always favoured meeting favourably the claims of the depositors, but only on the basis of relief. I have never felt that there was either local or moral responsibility justifying payment on the basis of compensation. Nor do I think that there were one half dozen in the House of Commons who did think that there were any circumstances giving rise to a claim either of law or of equity. It was entirely a matter of compassion.

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PUBLIC ARCHIVES
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CANADA

052484

In public life one is always in the position where to gain the favour of any if not most people in different localities one must be constantly voting, without reference to principle, money to meet the demands of these localities. That such a course cannot be pursued is manifest. The right thing to do is to seek to reach a sound principle and follow it fairly throughout all parts of Canada.

Yours very truly,

The Editor,
The Fernie Free Press,
Fernie, B.C.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052485

135

Ottawa, July 2, 1925.

Dear Mr. Bonnell:

I duly received your letter of June 25th. I cannot do better than send you the Hansard which contains a debate on the subject referred to in your communication.

Yours very truly,

Dr. S. Bonnell, C.M., F.A.C.S.,
Fernie, B.C.

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PUBLIC ARCHIVES
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CANADA

S. BONNELL, M.D., C.M., F.A.C.S.

052486

B. ASSELSTINE, M.D., C.M.

Drs. Bonnell and Asselstine

SURGEONS TO
C.N.P. COAL CO.
CAN. PACIFIC RY.
GR. NORTHERN RY.

Fernie, B.C., June 25, 1925.

Right Honorable Arthur Meighen,

House of Commons, Ottawa.

My dear Mr. Meighen:

We were all greatly disappointed at the action of the Senate regarding the Home Bank Bill for the relief of the depositirs.

If there is anything you can do to assist in new legislation which may be introduced into the House this session so that the depositors may get the small amount of relief, which the House of Commons, apparently, is disposed to grant them, it will be greatly appreciated by all our friends here.

Yours truly,

S. Bonnell

SB/K

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052487

135

Ottawa, July 3, 1925.

E.C. Sanders, Esq.,
Barrister, etc.,
St. Thomas, Ont.

Dear Mr. Sanders:

I am sorry that the rush of work which accompanies the last of the session prevented earlier reply to your letter of June 20th. I took up the subject matter of this letter at once with several of our friends. The attitude of the Senate, that of one party being the same as the other, was strongly against admitting any liability or taking any action which would admit of any liability moral or legal in respect of Home Bank depositors. From what I can learn there was no serious effort when the Conference met to argue in favour of either moral or legal liability, or to discuss the merits of the Senate's action in reducing the claim to a purely relief and compassion basis. I sincerely trust that the matter will work out to the relief of the great body of those who need it most.

Yours very truly,

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ARCHIVES PUBLIQUES
CANADA

052488

Sanders & Ingram
Barristers, Solicitors,
Notaries, etc.

E.C. SANDERS, B.C.L. A.A. INGRAM, B.A.

OFFICES:- 14 SOUTHWICK ST.

St. Thomas, Ont.

June 20th, 1925.

Rt. Hon. Arthur Meighen, Esq., M.P.,
Ottawa, Canada.

Dear Mr. Meighen:

The Home Bank depositors in the Riding of Elgin are very grateful to you and the Conservative members of the House of Commons and also our Conservative friends in the Senate who are doing what they can for the relief of those who lost their money in the Home Bank. Much dissatisfaction is expressed today on account of the proposed amendments which some regard as one way of killing the measure.

Enclosed you will find copy of a letter written today to the Honourable Sir George Foster and the Honourable J. D. Reid by my partner who is a Vice President of the Western Ontario Conservative Association.

Yours truly,

Edgar C. Sanders.

Enc. stated.
ECS/L.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052489

135

Ottawa, July 3, 1925.

Messrs Hull, Sparling & Sparling,

Winnipeg, Man.

Dear Sirs:

Referring further to your telegram of 21st June, I had the matter taken up immediately with friends of mine in the Senate and strongly urged an amendment along the lines suggested by you. The attitude of the Senate, that of the one party being the same as the other, was strongly against admitting any liability or taking any action which would admit of any liability, moral or legal, in respect of Home Bank depositors. From what I can learn there was no serious effort when the Conference met to argue in favour of either moral or legal liability, or to discuss the merits of the Senate's action in reducing the claim to a purely relief and compassion basis. It seems to me though that the claims of a cestuis que trustunder a large deposit were just in the same position as if the money had been put in in the names direct. I am sorry this matter was not brought to my attention when the Bill was first in the House.

Yours very truly,

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052490

W. HULL, K.C.
SPARLING, M.A., LL.B.
SPARLING, B.A.

HULL, SPARLING & SPARLING
BARRISTERS, SOLICITORS, ETC.
NATIONAL TRUST BUILDING
WINNIPEG, - - MAN.

CABLE ADDRESS "HULLSPAR"
WINNIPEG

REFER TO FILE NO.

July 6th, 1925.

135

Hon. Arthur Meighen,
Ottawa, Canada.

Dear Sir:

- Re: Home Bank -

Your letter of June 24th and of July 2nd duly to hand, for which accept our thanks.

We are taking the matter up with the Commissioner, and it is just possible we may write you further in the matter. Thanking you, we are,

Yours truly,
HULL SPARLING & SPARLING
per W. F. Hull

WFH/HSL

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052491

Tel. 351

J. W. Rutledge
Veterinary Surgeon

Cranbrook, B.C., Aug, 6, 1925 192

The Rt. Hon. Arthur Meighen.
Leader of the Opposition
Ottawa, Ont.

Dear Mr Meighen.

I am pleased to acknowledge receipt of your letter of July 16th offering congratulations for which I wish to thank you, and would have acknowledged it before this but I have been out of town doing organization work in my constituency.

Dr King was here yesterday and went to the coast today, I beleive he has not decided on accepting an nomination in East Kootenay ,and will not until he looks over the ground thorly at the coast , who ever our political opponent may be we have an excellent opportunity of winning this constituency for the conservatives.

In the Firnie constituency the Home Bank will be a local issue , as a great many of the miners lost their money in that failure, and Dr King told some of them privatly yesterday that he put fourth a great efford in their behalf when the Home Bank bill was up in the house, I have looked Hansard over carefully in this connection and I fail to see where he put fourth any efford on behalf of the depositors . Would you kindly let me know if I am correct ,as I wish to oppose this statment strongly if Dr King is a liberal candidate here.

I also intend to announce from the platform in that constituency that I am personally in favor of the Home Bank depositors getting one hundred cents on the dollar.

There is a great deal of work to be done in this constitiuesey in the way of organization , which we are attempting to do at present ,

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

J. W. Rutledge
Veterinary Surgeon

052492 Tel. 351

Cranbrook, B.C., ... 192 .....

Rt Hon Arthur Meighen No 2.

but we are considerably handicapped on the account of financial assistance and if this can be forthcoming in the very near future it will assist us at the proper timm, wishing you every succes for your political future.

Yours very sincerely.

J. W. Rutledge

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052493

135

Ottawa, Aug. 17, 1925.

Dr. J.W. Rutledge,

Cranbrook, B.C.

Dear Dr. Rutledge:

In acknowledging your letter of August 6th which has awaited my return to Ottawa from Manitoba, I beg to say that I have no recollection of Dr. King making any plea in Parliament whatever on behalf of the Home Bank depositors. Have failed to find anything in Hansard to support the contention that he did so. I presume, however, that what Dr. King will argue is that he made pleas to his colleagues in Council.

The Conservative party supported recouping the depositors on a basis of relief and this policy was adopted by the Senate. They, however, made the application narrower than we would have made it. I think you will find that the Bill as accepted by the Senate recoups all, or virtually all, of the depositors' losses, such as those in the Fernie district none of whom would have very large funds. You will agree that it does seem unreasonable to recoup wealthy men in a case where there was no legal or other liability. The ordinary tax-payers and the workmen of the country generally could hardly be asked to pay to those who have plenty indemnity for their losses. There were cases, I believe, of men who had hundreds of thousands of dollars in the bank and who had very considerable wealth besides.

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052494

I was very glad to get the good reports of your campaign in Kootenay. I am also pleased to say that I saw your sister, Mrs. Trimble, and she and all the family are well, and indeed looking exceptionally well.

Yours very truly,

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052495

The Home Bank of Canada.

Toronto.

244 Bay St.,
November 20th, 1925.

Rt. Hon. Arthur Meighen, K.C., M.P.,
Ottawa,
Ontario.

Dear Sir:-

Re: Richard James Moran.

I beg to acknowledge receipt of your favor of the 18th inst. enclosing letter to you from Mr. Moran, which letter I herewith return.

I might say that Mr. Moran is one of the most deserving cases. I have made inquiries and find that in due course a claim paper went forward to Mr. Moran to be filled in and returned to the Liquidators, when the claim would come before the Judge in the ordinary course. It may have happened that the letters have crossed. I might say that upon receipt of your letter I brought the matter to the attention of Mr. Justice Audette, who is here considering these claims. I knew enough about the case to make an affidavit myself but his Lordship was of the opinion that it would be very much better if Mr. Moran put in a claim in the ordinary way, when his Lordship was good enough to say that he would consider the matter immediately. I happen to know Mr. Moran personally and his circumstances and know that he should be considered under this Act. I am, therefore, sending him another claim by this mail, filling in the same as far as I can, and just as soon as it is returned to the Liquidators, I will bring it to the attention of the Court at once.

Yours truly,

I. E. Weldon

(I. E. Weldon)

IEW:MRA

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052496

Ottawa, November 18, 1935.

Dear Sir:

I attach hereto original letter received from Mr. Richard James Morran, of 156 King Street, Ramsgate, England, with regard to his claim in the Home Bank. Would you kindly let me know what Mr. Meighen can say in reply to this communication, with the return of same.

Yours faithfully,

Private Secretary.

J.E. Weldon, Esq.,
244 Bay St.,
Toronto, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052497

Ottawa, November 21, 1925.

Dear Sir:

Your letter with regard to your claim in the Home Bank was duly received by Mr. Meighen and he immediately took up your case with Mr. Weldon, of Toronto, but before a reply was received he had to leave the city for a much needed rest after his strenuous efforts during the late campaign. This has now come to hand and in Mr. Meighen's absence I am taking the liberty of forwarding it to you. I trust that ere this letter reaches you you will have received the forms in question.

Yours faithfully,

For Private Secretary.

Richard James Morran, Esq.,
156 King St.,
Ramsgate, Eng.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052498

Ottawa, November 21, 1925.

Dear Mr. Weldon:

In the absence of the Right Honourable Arthur Meighen, who is taking a much needed rest after his strenuous efforts in the late campaign, I beg to acknowledge receipt of your letter of the 20th instant, with regard to Mr. Moran's claim in the Home Bank. I am sure Mr. Meighen will highly appreciate the trouble you have gone to in this case and on his behalf I wish to thank you very much indeed.

Yours faithfully,

For Private Secretary.

I.E. Weldon, Esq.,
244 Bay St.,
Toronto, Ont.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052499

The Home Bank of Canada,

Toronto.

244 Bay St.,
December 16th, 1925.

The Rt. Hon. Arthur Meighen, K. C., M. P.,
Ottawa,
Ontario.

Dear Mr. Meighen:-

156 King St.

Re Richard James Morran,
Ramsgate, England.

About a month ago your Secretary wrote me about this claim. I am pleased to be able to say that yesterday his Lordship, Mr. Justice Audette, made an order that Mr. Morran was to receive $2,782.50 from the Home Bank Creditors' Relief fund. Cheque to Mr. Morran will go forward at once.

Yours truly,

I. E. Weldon

(I. E. Weldon)

IEW:MRA

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052500

135

Ottawa, Dec. 19, 1925.

Richard James Morran, Esq.,
166 King St.,
Ramsgate,
England.

Dear Sir:

Some little time ago you wrote Mr. Meighen with regard to a claim you had against the Home Bank. Mr. Meighen took up the case and to-day has been informed that a cheque for $2,782.50 will go forward to you at once.

Yours faithfully,

Private Secretary.

Previous correspondence in company's corresp.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052501

Lake View Farm
Jan 1st-1926

Hon. Arthur Meighan
Ottawa
Dear Sir
I am writing you about our money we lost in The Home Bank I have found out that we have a moral claim against the Conservative Government Ottawa and Sir Thomas White for not trying to stop the Home

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PUBLIC ARCHIVES
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CANADA

052502

Bank from opening up a
Branch in Coboconk for
business after you knew the
Head Bank was in default -
All I am asking is for the balance
we had in the Home Bank
And I hope you will kindly let Mr
White know as I do not know
his Address. Hoping you will
see about this at once

I remain
Mrs Laura Angiers
Mrs (Mrs Joseph Angiers)
Burnt River
R R #1

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PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052503

135

156 - King Street
Ramsgate
England
Jan 5th 1926

Hon A. Meighen Esq.

I have to-day received cheque for $2,782.50 and I thank you extremely for your kindness in what you have done in my case

Yours Sincerely
Richard James Morse

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052504

135

Ottawa, January 9, 1926.

Dear Madam:

Your letter of the 1st instant reached Ottawa just before the opening days of the House. Mr. Meighen has been so extremely pressed for the past week that he has been unable to attend personally to his correspondence. So soon as the House gets well under way he will overtake arrears and directs me to say he will give his very best consideration to the representations you have made on behalf of yourself and other Home Bank depositors.

Yours faithfully,

Private Secretary,

Mrs. Joseph Angiers,
Lake View Farm,
Burnt River,
Man.

MEIGHEN PAPERS, Series 3 (M.G. 26, I, Volume 91)

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA

052505

Ottawa, February 10, 1926.

Dear Mr. Hilton:

Your letter of the 9th instant reached me this morning. I have every sympathy with you in the position in which you find yourself owing to the failure of the Home Bank, and if it were possible for me to be of any assistance I would gladly do so. I am bringing your case to the attention of Mr. Weldon in Toronto and if he finds it possible to meet your wish I will be very glad.

Yours very truly,

Mrs. Calista Hilton,
132 Frederick Ave.,
Hamilton, Ont.

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Ottawa, February 10, 1926.

Dear Mr. Weldon:

Attached is a letter Mr. Meighen has received from Mrs. Hilton, of Hamilton, Ontario, dealing with an amount she still claims from the Home Bank. Mr. Meighen has told her he was passing the communication on to you.

Yours faithfully,

Private Secretary.

I.E. Weldon, Esq.,
Home Bank of Canada,
244 Bay St.,
Toronto, Ont.

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The Home Bank of Canada.

Toronto.

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244 Bay St.,
February 12th, 1926.

A. M. Merriam, Esq.,
Private Secretary,
Rt. Hon. Arthur Meighen,
Parliament Buildings,
OTTAWA, ONT.

Dear Mr. Merriam:-

Re: Mrs. Hilton

I beg to acknowledge receipt of your favor of the 10th inst. I regret but I do not see how we can do anything more for this woman at the present time. She has already received 60% of her deposit and the probabilities are she will receive in the end about another 10%, but I will have the matter taken up with her and try and get her satisfied, if we can.

Yours truly,

I. E. Weldon

(I. E. Weldon)

IEW:MRA

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