

DOCKAGE, TOWNLEY AND LADD

(Continuing reply to Mr. Putney)

Berthold, March 25.

Independent:
The W. E. Tucker, Independent elevator reports giving away 80,000 pounds of screenings the past season. Mr. Tucker formerly was manager of the Lonetree Farmers elevator, hence his statements may be verified by the farmers of that community. Mr. Tucker is a buyer of many years' experience, and long BEFORE the N. P. L. was that of, he invited and courted trade by paying for valuable dockage. Whenever demanded he cleaned the grain and returned the dockage for cost of cleaning. Only one farmer since the N. P. L. laws on dockage in 1919, "demanded pay for dockage according to N. P. L. promises". I will give him the assumed name of Root, and then give his demand and Mr. Tucker's reply viz:

Mr. Root—I want pay for my dockage of the grain I sold here last fall.
Mr. Tucker—What do you consider your dockage worth?
Root—\$40 per ton.
Tucker—I am glad to hear that. Bring your wagon in and I will let you have a ton for \$20. Then you can sell it and make \$20.

Root—I won't do it. I want pay for my dockage.
Tucker—Well now I want to settle this matter with you satisfactorily if possible. Bring your wagon in and I will let you have a ton for \$10.

Root—No, I want PAY, not dockage.
Tucker—Well, now there must be a way that we can settle that matter, I'll tell you what I'll do. Bring your wagon and I will give you twice as much dockage as you are entitled to.

Root—No, I want PAY for it, and if you don't give it to me I will write to McGovern and he will make you come thru.
Tucker—Go ahead and write to him and collect it if you can and be sure to let me know when you get it.

(Note—Mr. Root's threat was a "Nonpartisan inspiration", which Mr. Townley would like to shift onto the other side, if he could.)
Mr. Root—After some correspondence with McGovern, came to the conclusion that the N. P. L. dockage law would not enable him to obtain any "easy" money, nor did those laws substantiate the Townley-Ladd "goldmine" story.

The Andrews elevator, Mr. Knudson manager, gave away 45,000 pounds of screenings or dockage. Mr. K. reports "less than one per cent of his patrons demanded pay according to the N. P. L. promises on dockage." Mr. Knudson has been a grain buyer for many years in N. D. working for several lines of elevator companies, and states that a large majority of the elevators were provided with cleaning machinery, and that any farmer could get every pound of dockage any time he demanded it for cost of cleaning.

The Farmers Elevator, Mr. Carlson manager, reports giving and throwing away 278,191 pounds of that Townley Ladd "gold mine" stuff. Figuring on the Ladd basis of 3.99 per cent dockage, it would require 99,077 bushels to produce the dockage as reported. Then figuring the N. P. L. minimum of two cents per bushel for cleaning, would entitle them to receive \$1,981.54. BUT they received only \$98.35. This ought to prove to any reasonable man that the N. P. L. laws and rules on dockage have accomplished nothing for the farmers.

Now for a specific example: Mr. A. took a load of 50 bushels of wheat to the elevator. The dockage was 12 per cent and oats, etc. Under the N. P. L. laws and rules, there is an unaccountable shrinkage allowed of three per cent. Then there was taken 270 pounds of oats, dirt, weed seed, etc. The dirt and weed seed were taken out and which amount to 65 pounds, leaving 205 pounds net of oats (about 6 1/2 bushels). The clean-

ing at three cents amounted to \$1.50, which made the oats cost 23 cents per bushel. The market price of oats at that time was less than 20 cents per bushel.

It may be readily seen that when feed is high it pays to have the grain cleaned for feed, but when the price is low it does not.

Now the question arises, where does the detriment in the N. P. L. laws and rules on dockages come in?

Most certainly there was a time when wrongs were practiced unmercifully in docking the farmers' grain, but since the advent of the Farmers' elevators—and LONG before the N. P. L. was that of—competition in buying had driven the companies to more reasonable terms with the farmers. And, certainly elevator men are NOT perfect, and while the great majority are as honorable as their patrons, yet there are and always will be unscrupulous ones in their dealings—just remember that Townley admitted that even Leaguers like Lemke had made mistakes.

Before the advent of the N. P. L. laws and rules on dockage the elevator men and farmers had an understanding about the dockage ON THE SPOT when the grain was delivered to the elevator, but SINCE that special brand of laws was enacted, elevators are compelled to use considerable space for dockage-storage, as they must fortify themselves against demands months after the grain is delivered to the elevator. And then they may be compelled to do like the Farmers Elevator here did the past winter, when they could not give the dockage away they dumped a bin on the ground. Additional risks are made by the storing of dockage hence additional insurance is required. The elevator man is not at liberty to do as Mr. Carlson did BEFORE the N. P. L. dockage law. That is invite and court trade by allowing and paying for the dockage with as little expense to the farmers as possible, as he is

COMPELLED to keep sufficient dockage on hand to meet all demands for all dockage, that might be made. It is easy to see that the N. P. L. dockage laws reduce the chances of Farmers elevator to make good for their shareholders. In fact it is well known that since the N. P. L. dockage laws that the marginal differences between local markets and terminal markets has been increased.

Mr. Carlson also reports that "less than one per cent of his customers demanded pay for dockage under the N. P. L. laws". No reasonable person will claim that a law which, less than one per cent claims benefits under it, has been a success. (To be continued).

—Berthold Farmer.

Docile Prisoner Gives Sheriff the Slip at Breckenridge

Wm. Quandt, who was suspected of robbing the Ole Olson store at Ryder a month ago, escaped from Sheriff Scofield at Barnesville, Minn., last Thursday night, while being returned to Minot. He had been arrested in Minneapolis, when he called at the express office to receive his baggage. At first he refused to return without extradition papers, but changed his mind. He appeared so docile that the sheriff did not handcuff him and when the sheriff stepped back to one end of the coach, the man made his escape. The yards were searched but Quandt could not be located. This is the first time a prisoner ever escaped from Sheriff Scofield while enroute.

Quandt is a queer sort of a fellow and rather shrewd. Suspecting that he would be arrested at Ryder, he expressed his baggage and walked to Douglas where he boarded the train.

During the winter Quandt was arrested for hunting without a license, and put up a \$25 cash bail. He appeared in Minot one day and told the judge a heart rending story of a dependent family, claiming to have walk-

ed all the way from Ryder to give himself up and the tender hearted judge released him and refunded his bond money.

Minot Man Does Beautiful Work in Violin Shop

Anton Albertson, well known Great Northern engineer, is establishing quite a reputation with his violin shop in this city. Mr. Albertson devotes practically all of his spare time to the repairing of violins and has done

some very creditable work. He has just remodeled a violin for J. T. Quigley, well known Minot violinist, which Mr. Quigley values at \$200.00. This is a Stradivari model and is made up of 110 pieces of spruce and maple, so closely joined that the joints cannot be detected. The violin is 125 years old and of beautiful tone.

Mr. Albertson is working on a number of other violins. He is making a study of the old models. Antonio Stradivari, the best known of the old

time violin makers, died in his 94th year, and made his last violin in 1787. He made about 2,000 violins during his life, leaving many unfinished, to be completed by his two sons.

Card of Thanks
We wish to extend our thanks to the many friends who extended us their aid and sympathy during the illness and death of our beloved father, W. H. Barker.
—Mr. and Mrs. H. Barker.

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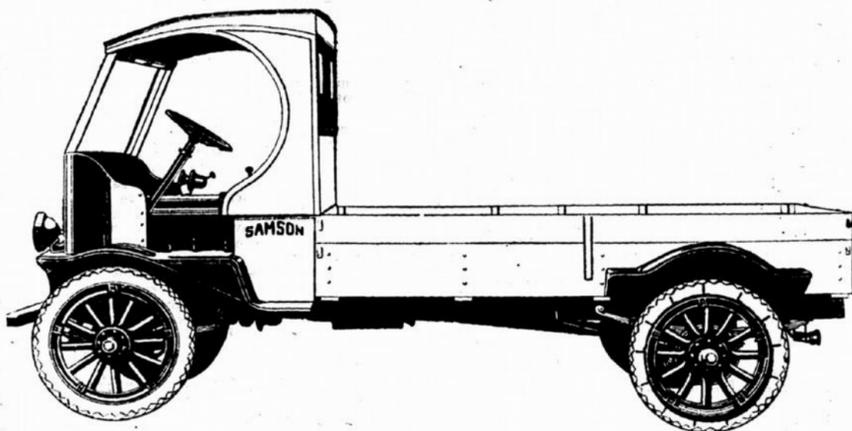
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