

Champ Clark Passes Away

Washington, Mar. 2.—Champ Clark died here this afternoon in his seventy-first year and within two days of his retirement from the House of Representatives after a service of 25 years.

Death was due to an attack of pleurisy and a complication of diseases incident to his advanced age. Up to ten days ago, however, when he developed a severe cold, Mr. Clark had shared actively in proceedings of the House as Democratic leader.

Body Lies in State

He died in the very shadow of the capitol. Those sorrowing at his bedside heard the old chief utter in his last delirium:—"The question is adoption of the conference report."

Tentative arrangements for the funeral provide for services at 10.30 a. m. Saturday in the Chamber of the House of Representatives. Immediately after a special train will leave for St. Louis, arriving there about 4 p. m. Sunday.

The body will lie in state in that city until Monday, when it will be taken to Bowling Green, Mr. Clark's home town, for interment.



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Investigation Of Grain Trade

Ottawa, March 1st, 1921.—The outstanding development of the parliamentary session thus far has been the demand made upon the Government for a thorough investigation of the Western grain trade. This demand, first launched by R. C. Henderson, members for Macdonald, and a former president of the Manitoba Grain Growers, has shown in strength and volume, and it is predicted that if an inquiry is granted, as now seems almost certain, facts will be elicited which will not only revolutionize the grain trade but which will shake political agrarianism to its foundations.

Briefly states, the facts upon which the demand for an inquiry are based, are these:

The Northwest Grain Dealers Association controls the Western Canadian grain trade. This association, it is claimed, sends daily the price to be paid at country elevators. These prices are fixed by an officer of the association in the Winnipeg Grain Exchange, and all grain companies, including the United Grain Growers (of which Mr. T. A. Crerar, leader of the National Progressives, is the head) and the Saskatchewan Co-operative Elevator Company, receive them, and, it is claimed, operate by them.

This all competition is removed and the closing market price adopted. From this price the freight rate is deducted, along with other charges, and the spread fixed between wheat and cash prices.

This spread runs from five cents to forty cents per bushel. No cognizance is taken of premiums on cash wheat, and last year when exporters and eastern buyers were paying as high as thirty cents a bushel premiums over the prevailing price, the farmer did not benefit a cent, premiums being absorbed by the grain companies, corporation and cooperative.

Then there is the question of dockage and overages. The dockage at country elevators and the overages at terminal elevators are much as to bring millions of bushels of grain to the companies without payment to the producer. It is charged that some of the terminal elevators have been making millions in this way. Whether it is a charge that is well based remains to be seen but certainly it appears to be supported by the elevators' own figures. Thus, statistics from one of the elevators at the head of the Great Lakes show that it received 324,930 bushels of No. 1 northern wheat and shipped out 331,529 bushels. The same elevator received 332,322 bushels of No. 2 northern, and

shipped out 545,864 bushels, and 1,251,411 bushels of No. 3 northern and shipped out 2,619,391 bushels. In other words, this elevator received 1,996,729 bushels or a surplus of 1,558,057 bushels clear profit to the grain company and a clear loss to the thousands of farmers dealt with.

Further charges made are that the sample market by connivance among the cooperative and corporation companies, has been reduced to a farce, and that the farmers wheat in store is used by the grain companies to fill contracts and depress the market if desired. Under the rules of the Canadian Grain Act, when grain is stored it is still owned by the producer. The elevator companies are simply storage companies, possessing no right to take the grain and dispose of it without the consent of the producer. It has been found, however, that in spite of these safeguards the producers' ownership of the grain does not keep it off the market.

Another assertion made is that no protection is afforded western Canadians in the use of eastern grain terminals, but that the earlier American crop is rushed down the lakes into Canadian elevators, the result being that there is no room for the later Canadian grain which has to be diverted to United States' channels and that there is loss of Canadian trade to Canada and that the Canadian product is placed at the disposal and under the control of foreign competition.

As a consequence of such allegations, the Government is being urged to appoint a commission to investigate:

- 1 The grading and weighing of grain.
- 2 The receiving, handling and shipping of grain through country elevators and from country points.
- 3 The operation of grain exchanges by the members thereof.
- 4 The work of grain exchanges.
- 5 The handling of grain at terminal points.
- 6 The holding of grain at terminal points.
- 7 The operation of public and private terminal elevators and eastern public elevators.
- 8 Operation of the Lake Shippers' Clearance Association.
- 9 Operation of the Northwest Grain Dealers' Association.
- 10 The trimming of grain at the upper and lower lake ports and ocean ports.
- 11 Lake shipments.
- 12 The shipment of grain to Atlantic and Pacific ports.
- 13 The operation of Canadian flour and feed mills.

The inquiry, if it is granted, may have important political consequences. The reason is that the United Grain Growers' Company, of which Crerar is the president, is Mr. T. A. Crerar, the National Pro-said to be among the worst offenders.

BEAVERBROOK IN POLITICAL FIGHT

London, Feb. 24.—Interest in the agitation against the embargo imposed by the British government on Canadian live cattle has been stimulated by the controversy which has broken out between Lord Beaverbrook, the Canadian-born peer, and Sir Arthur Boscawen, the recently appointed minister of agriculture, who is waging a warm by-election in Dudley.

Lord Beaverbrook has a letter a column long in the Daily Express this morning, in which he takes decided exception to what he describes as "the foul attack" made upon him by the new minister in a speech at Dudley. The letter quotes the new minister as saying that "Lord Beaverbrook and his friends will profit if the importation of Canadian live cattle into Britain is permitted."

Lord Beaverbrook's answer to this is that he has no interest in cattle raising in any country in the world except on his farm at Leatherhead, England, and that his interest in the agitation to secure the removal of cattle embargo is dictated by the desire to lower the price of food to British consumers.

BOOM ROAD NOTES

Boom Road, Feb. 28.—Mrs. Ralph Parker spent Sunday with his daughter Mrs. Stanley Sherrard.

Congratulations to Mr. and Mrs. Stanley Matchett on the arrival of a young son.

Miss Janie Sobey of Maple Glen visited relatives here last week.

Mrs. Alex. Hare of Whitneyville is spending a few days with her daughter Mrs. Robert Sherrard.

Miss Lottie Howe is spending a few weeks with Mrs. Joseph Napke of Red Bank.

Miss Jessie Jardine and Mrs. T. S. Allison were in Moncton one day last week.

Mrs. Herbert Thomas and two children have gone to Strathadam for a few days to visit her sister Mrs. Mark Sinclair previous to leaving for her home in Cross Creek.

Mrs. John Stewart spent Thursday in Whitneyville, the guest of her mother, Mrs. Annie Hayre.

Mrs. Wm. Allison and daughter Annie spent Wednesday evening with Mrs. Austin Butler.

Mrs. Jas. Matchett's many friends regret to learn that she is on the sick list this week, we hope for a speedy recovery.

Mrs. John Stewart and Mrs. Wm. Allison spent Tuesday evening with Mrs. Emeline Caine.

Mr. and Mrs. Wm. Cain spent Sunday in Millerton the guests of Mrs. Wm. Betts.

Mr. Walter Scott's many friends regret to learn that he is still in a precarious condition.



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