GRAIN COMMISSION'S SITTING IN LIVERPOOL

Special Correspondence to Winnipeg Free Press Reports Few Complaints As To Dirty Wheat.--Suggest Government Superintendents At Seaports

Liverpool, June 10.—The Canadian grain commission arrived in Liverpool on Friday night, after a fairly good voyage on the Empress of Britain. Before going to London to arrange their itinerary with Lord Strathcona they examined the facilities for handling grain at this port and met the executive of the Liverpool Corn Trade Association in order to hear any complaints or suggestions that the trade here might have to make. The complaints were of the mildest and the suggestions of the simplest. In half an hour their entire case was presented, and nothing remained to be done but to compare samples brought by the commissioners with Liverpool arrivals. There were no complaints; in fact, the only shipments complained of were two old friends of the commission, the Philadelphian and the Tampecan cargoes, which in some way that has not yet been discovered arrived here under wrong certificates. With Canadian shipments generally no fault was found. When Mr. Millar, chairman of the commission, suggested that some of the producers thought that the grain reached Liverpool carrying more dirt that would be tolerated in corresponding grades in the West, President H. W. Patrick smiled winningly and said: "Oh, you know, we are used to very dirty wheat here, especially from India," and his tone seemed to indicate that the dirt in Canadian grain was hardly worth mentioning. The only improvements suggested were that Canadian Government superintendents should watch the loading of vessels and see that the identity of shipments was preserved, and that in the case of broken lots, where only a part of the grain covered by a certificate goes forward it should be accompanied by an official letter from the superintendent who supervised the loading, saying that it was part of the grain covered by the certificates enumerated, instead of the unofficial letter from a railway which is now the only guarantee accompanying such broken lots. It was also suggested that the railways should be compelled to supply more cars.

After a thorough examination of the wonderful docks for which Liverpool is famous throughout the world, and the arrangements for weighing and handling grain, the members of the commission were entertained at luncheon by the directors of the association. The luncheon was quite informal and no speaking followed. At 3 o'clock the commission and the directors met in the board room under the chairmanship of Mr. Patrick, who formally welcomed the visitors and introduced them. He said: "These gentlemen are appointed by the Canadian Government to investigate the workings of Manitoba wheat and Canadian wheat generally and to follow the numerous stages through which the wheat passes from the time it leaves the grower until it actually goes into the mills for consumption here. The commission has been sitting in Canada for about a year, and before issuing their report the commissioners have come over here to investigate thoroughly the handling of the wheat on this side of the Atlantic, and these gentlemen, I believe, are ready to receive any suggestions that this or any other association of the United Kingdom may put before them for consideration. I understand these gentlemen are going to confine their enquiry to the United Kingdom, which, I think, is a great compliment to us and a further evidence of the closeness of the ties between Canada and the mother country. We feel greatly pleased and honored by this visit, and we wish to do everything possible to to aid the commissioners in their investigations. They have come here at great inconvenience to themselves and we trust that the information they obtain will be of great help to them in framing their report to the government. We shall read this report with the greatest interest. It is a matter of the greatest satisfaction to us that the wheat trade with our principal colony has increased so largely and we trust that in the future we may look for a further development and increase of our trade with Canada.

Grading at Winnipeg.

So far the grading of wheat at Winnipeg has been very satisfactory to the trade at large and complaints from receivers on this side have been few and far between. As I understand the system of grading is as follows: The wheat on passing through Winnipeg is graded in the Winnipeg yard and then passes on to Fort William and Port Arthur for storage, where the different grades are kept separate. When it is shipped out of Fort William to Montreal or Buffalo as the case may be the wheat is again inspected for the last time. There is, in our opinion, a slight chance that the certificates may be tampered with during the time the wheat is in transit to the seaboard and we would recommend that an inspector be appointed at Montreal and Buffalo, under the supervision of the chief inspector at Winnipeg, Mr. Horn, in whom we have perfect confidence, to see that the actual wheat appertaining to each certificate goes on board steamers or cars, as the case may be. In this way we think you would obviate the chance of mistakes being made. We want to have, as much as possible, the identity of the wheat preserved after it leaves Fort William and we trust that you gentlemen will give this matter your very serious consideration. It is of the greatest importance to both the grower and the ultimate receiver of Canadian wheat that perfect confidence in each other should at all times exist. Without this trade is impossible. We have of late had very considerable trouble with the American exchanges and the time has practically arrived when it is impossible for a buyer on this side of the Atlantic to trade with any degree of confidence on American certificates as final. I unstand from Mr. Millar and other members, that they have heard of this serious complaint. We trust that this day will never come with regard to Manitoba or Canadian wheat, and that the mutual confidence of both countries will be maintained and strengthened, and that we can always trade with perfect confidence. In the past, we are sorry to say, we have had trouble with Montreal over inspection, especially as regards maize or Indian corn, and at one time this association felt reluctantly compelled to be very careful in accepting the Montreal seaboard inspection. Of late, very little maize has been shipped via Montreal, but we trust if this business does revive, matters as regards grading at seaboard will be put on a different footing.

There is one other thing to which I wish to call attention, the Canadian railways. I cannot say that they are worse than the American; I do not think they are as bad; but, gentlemen, we have certainly been troubled very much with the difficulty of getting our wheat shipped out by rail from Fort William, and I do trust that this commission will see their way to strongly represent to the government the necessity of compelling the Canadian railways to increase their rolling stock. Unless this is done there will undoubtedly be very serious trouble in the future. While in one way we are thankful to think that Canada is developing at so rapid a rate that the railways are not able to cope with the increased business, we hope that the Canadian Government will exercise some supervision over the railways and compel them to provide a more adequate service. Gentlemen, I know it is your wish and the wish of the whole association, that we should most heartily welcome the commissioners and that every facility should be afforded them. (Applause.)

Mr. Millar, in reply, thanked the president and directors for the cordiality of this welcome, and briefly outlined the events that led to the appointment of the commission, the work they had already carried on and the object of their visit to England.

A Suggestion.

An informal discussion followed during which it was made plain that there was no desire for a seaboard inspection, but simply for the appointment of superintendents who would see to the preservation of the identity of cargoes and the granting of official certificates or letters on broken lots instead of the railway letter which occasionally aroused the suspicions of receivers of grain.

On Monday evening, the commissioners were entertained at dinner by the president and directors of the association, at the Adelphi Hotel. About a dozen gentlemen were present and the diner was elaborate and artistic. The invitation to it was received by wireless telegraphy, while the Empress of Britain was off the coast of Ireland, and was accompanied by a cordial wireless message of greeting. Mr. Patrick again presided and proposed the toast of the visitors with a brevity that might well be emulated in Canada—in fact, the dinner was over and the lights out by 11 o'clock, in accordance with the English law governing licensed premises. After again expressing pleasure in the advancement of Canada and hope for its continuance he said: "With the ever-increasing population of the United States, it is certain that we may expect, in the next few years, very little wheat from that country, and it is a matter of the greatest satisfaction that we see Canada able to take her place in furnishing our supply. It has been said by Lord Strathcona, a man honored and respected by us all, who has taken the greatest interest in this commission, and in everything that pertains to Canadian matters, and is at all times ready and willing to give his aid, that whereas in summing up the nineteenth century, the United States in advancement and prosperity, led the way, when the time came to sum up the twentieth century it would be found that Canada's progress had far exceded that of the United States in the nineteenth century. England has been honored by a visit from your premier, Sir Wilfrid Laurier. The colonial premiers were unable, owing to their many engagements, to pay Liverpool a visit, but we watched with the greatest interest their deliberations. Although around this table there are some free-traders, there are some colonial preference traders, yet we one and all wish prosperity to the colonies and we realize that this conference can do great good in furthering the interest of the English-speaking races."

Mr. Millar, in responding, sketched the history of the wheat from sowing to grinding, to the evident interest of the grain men who were not familiar with many of the features of Canadian wheat raising on which he dwelt. Mr. McNair also answered a number of questions in reference to smutty wheat and the greater immunity of cultivated land from frost, and Mr. Goldie spoke briefly.

Investigations at Liverpool Concluded.

Liverpool, June 12.—The grain commission continued their investigations here on Tuesday and this morning and will leave on Thursday morning for London, where they will arrange with Lord Strathcona, who has a deep interest in their mission, for the holding of meetings in the various receiving ports of Great Britain. Some hours were spent on Tuesday in examining samples brought by the commission and others taken from recently arrived cargoes. This was done in company with the directors of the Corn Trade Association who were as much interested in the comparison as the commissioners themselves. A formal meeting was held at 3 o'clock when several minor subjects were discussed. Mr. Harrison, a large receiver of grain, urged greater care in the separation of new-crop and old-crop wheat, saying, that old-crop hard wheat is, as a rule, more valuable than new crop, that a premium is paid for it and yet grain comes forward as old crop, which contains a large percentage of new crop, so that the receiver loses the amount of the premium on the transaction. He suggested that at the end of the crop year, new and old crop wheat should be specified on certificates and in case of a mixture of new and old crop the certificate should be marked accordingly. The commissioners intimated that they had had this subject under consideration and would probably make some recommendations in reference to it.

The attitude of the intimational committe on grades towards Canadian inspection was also discussed and it was made clear that there was no intention to reflect on Winnipeg's inspection which was in all respects satisfactory. Montreal had offended in the past, particularly in regard to maize or Indian corn, so Canada was included in the recommendation of the committee in order that an eye might be kept on all seaboard inspection. Mr. Inchair remarked that there seemed to be something about the tide-water air that demoralized people and that it was only far inland that absolute honesty could be seen. The commissioners will meet the chairman of the committee in London on Thursday.

KAISER'S FRIEND COMMANDS FLEET

British Naval Officers Oppose Appointment of Henry of Battenberg

London, June 26.—Prince Louis of Battenburg is to get command of the Mediterranean fleet next spring, though his appointment is bitterly opposed in naval circles because of his intimate personal relations with Emperor William.

Naval officers ask: "Why should this German, who still maintains German connections, be allowed access to all the British naval secrets, plans and figures?"

The Mediterranean command is the third in importance in the British service, and the promotion of Prince Louis means passing him over the heads of several men now above him in rank. Last year his appointment as one of the sea lions was practically settled by the admiralty, but afterwards overruled on the same grounds that are being advanced without avail now.

He is regarded as by far the ablest of the younger men in the service, and the cruiser Drake, which he took to America, gained the highest awards in the important gunnery competitions last year.

The prince has all his life been intimate with the German royal family, and is frequently a guest of Emperor William.

SEQUEL TO OLDS DISTURBANCES

C. P. R. Officials, Roadmaster Bell and Detective Foy Sent Up For Trial

Olds, June 26.—The trial of C.P.R. Roadmaster Bell and Detective Foy for obstructing special officers of the town while in the discharge of their duties in connection with the closing of Second street here recently, took place last week, and the two C.P.R. men were committed for trial by J. W. Silverthorn.

L. H. Cummins appeared for the prosecution, and Hon. J. A. Lougheed of the C.P.R. firm of solicitors, Lougheed & Bennett, Calgary, for the defence.

Raises Objection.

On the opening of the case Senator Lougheed objected to a local J. P. sitting on the case, on the grounds of bias, but the objection was not sustained.

C. A. Springfield was the first witness examined. He said he went to assist in the arrest of Superintendent Niblock and was shoved and seized by Bell. He arrested Bell for interfering with him in his duty as a special constable. In the struggle some buttons were torn off his coat. Foy was not interfering with him.

In reply to Mr. Lougheed he said he had been requested to act as a peace officer by William Dean, J. P. He went toward Niblock with the intention of arresting him, but saw other Olds men there and did not consider it was necessary for him to join in. Bell was trying to rescue Mr. Niblock. He arrested Bell because he shoved the witness away from Niblock who was damaging municipal property. He was going to arrest the railway superintendent on Dean's order.

In answer to Mr. Cumins he said he did not change his mind regarding the arrest of Mr. Niblock on account of the interference of Bell.

Ordered Niblock's Arrest.

Matthew Maybank said he had heard the railway superintendent order the sidewalk to be torn up, and then Mr. Dean came on the scene and ordered his arrest. Glasgow was going to arrest him and called on the witness to assist. Bell grabbed hold of Niblock and held on so that he could do nothing further. Foy interfered with him, but not with Glasgow. This was before the mounted police came.

Yynn Harvey said he was going to arrest Mr. Niblock on the Second street crossing by the authority of one of the town officials; but he did not do so on account of the resistance he put up. Foy assisted the superintendent. Constable Strong was assisting to arrest Niblock. Foy tried to pull witness off, but did not succeed. One of the C.P.R. firemen also tried to pull him off.

In reply to a question from Mr. Lougheed, he said the reason he did not arrest Niblock afterwards was that he was in durance vile in a box car.

No Evidence to Offer.

Mr. Lougheed said he had no evidence to offer and nothing to say, as it would not have any effect, as the men were going to be sent up anyway. There was not the slightest evidence against the accused.

The accused were then sent up for trial and allowed out on $500 bail.

LEAVES IT TO THE COUNTRY.

Hon. H. R. Emmerson Places His Reputation in the Hands of the Great Jury.

Toronto, June 26.—"I leave my reputation to the great jury, the country at large." This was the statement of the Hon. H. R. Emmerson, in speaking of his libel suit against the Fredericton Gleaner.

Mr. Emmerson arrived in Toronto last night. He is on his way to Virginia and left Toronto to-night. He is here on private business to-day. In regard to his libel suit and the happenings which led up to it, Mr. Emmerson had little to say: "I am not troubling about it at all," he said, "since the court has ruled that any paper can publish what it likes about public men, so long as it believes what it publishes. I have no further interest in what they are doing in Fredericton. It is just like butting your head against a stone wall. I am satisfied so far as the preliminary examination is concerned, for they certainly failed to prove the ridiculous charge that I was ejected from a hotel with two women of ill repute. I am willing to leave it to the public to decide whether or not I am guilty."

Anti-Railroad Merger Bill.

Boston, Mass., June 26.—The anti-railroad merger bill passed the State Senate this afternoon for a third reading without division. Further action was deferred until tomorrow. The bill passed two houses yesterday.

LOST—One Red Mare, white star on forehead, branded "8 I" on right hind hip, white spots on back, also Dark Red Mare, about 2 years old now, white spot on face, two white hind feet; mane was cut when lost. These were lost over a year ago. Twenty dollars reward and all expenses paid.—Pylyp Cjutash, Shandro, Alta.

$5.00 REWARD—Strayed from the premises of the undersigned on Saturday morning, June 22nd, one light bay mare pony, weighing about 800 lbs., four white feet and white face, mane cut or ronched; was seen opposite Mr. Johnstone's on base line at 1.30 same day, travelling westward. The above reward will be paid for information leading to the recovery of same. H Horton, Clover Bar.

LOST—On Tuesday, 11th, a rubber overcoat on Namayo road. Finder kindly leave at Bulletin Office.

FOR SALE—A FARM SITUATED 15 miles south-east of Edmonton, near Beaumont, Alta., being east half section 36, township 50, range 24, west of fourth meridian, spruce log house 20 x 30, stables, well, wire fenced, large hay meadow. Best situated stock farm near Edmonton. Good terms. Correspondence invited. Andrew H. Allan, Box 749, Edmonton, Alberta.

LOST—Parcel containing suit of clothes, between Edmonton and Namayo P. O. Finder will be rewarded by leaving it at Bulletin Office, or Namayo Post Office.

$25.00 REWARD.

For information leading to the recovery of a pair of mares strayed from the premises of the undersigned on or about May 25th.

One is a light bay and the other a chestnut about 14 1-2 hands; 900 lbs. each; supposed to have gone south from Strathcona. J. C. Johnston, P. O. Box 155, Edmonton, Alta.

WORK wanted by young man on Ranch. Apply A. Smith, General Delivery, Edmonton.

STRAYED—On Tuesday night, from corner St. Albert and Stony Plain Roads, a Gray-Brown Mare, weighing 1,000 to 1,100, branded "40" on the right back leg. A reward to anyone who will bring her to No. 655 Sixth street.

LOST—Sorrel mare, white face, 2 hind feet white, mane is cut short, no brand, left Morinville about June 3rd. Reward will be paid for any information leading to the recovery of this animal. H. Boissonnalt, Morinville.

WANTED—Owner for strawberry roan mare, with white face and four white legs, between eight and nine hundred, branded circle J on near shoulder. Apply Arthur Ball, 1043 Fourth street.

HORSES

Castrated, without throwing or danger or injury, and insured. Write or wire, N. McEwen, Ponoka, Alta.

WANTED—For Egg Lake, S.D., No. 429, female teacher, Catholic preferred. Duties to begin June 1st. Apply with references to T. J. Dwyer, Secretary, Egg Lake P.O., Alta.

$5 REWARD paid for information leading to recovery of dark mouse-colored, or dirty black, gelding, with long black mane and tail and hoofs grown out long; age, 9 years; weight about 900; brand, diamond, with cross bar on right hip; strayed from 6 miles N. W. of Olds. Notify P. L. Roberts, Olds.

STRAYED—From Eastwood on Saturday, the 15th inst., one bay gelding and one bay mare; horse branded CV on left flank; mare was curbed on one hind leg; both had leather halters on; horse weighs about 1250 and mare about 900. Finder leave at Great West Livery stable, 1 Fraser avenue, and be rewarded.

NOTICE.

A team with harness and front wheels of waggon are in the Saskatchewan river. Anyone recovering the wagon or harness will be rewarded by notifying Wm. Ball, Box 622, Edmonton.

LEGAL.

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Barristers and Advocates, Notaries, Etc.
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First-Class Accommodation; Finest Liquors and Cigars.
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Office: McDougall street, near new Imperial Bank building.

Wm. Short.
Hon. C. W. Cross.
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Northern Hardware Company

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Telephone 330

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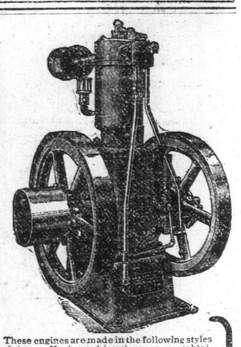

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TELEG

CROCKETT LIBEL SU
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WILL SEND SIGNED

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To Build Into Moose
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New Military Distr
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