

WHEAT SEIZURE NOT A SUCCESS

Foster Says Scarcity of
Ocean Tonnage Held Back
Movement.

ITALY'S NEED GREAT

Urgent Appeal Made Swift
Measures Necessary —
"Despotic," Says Laurier.

By a Staff Reporter.
OTTAWA, Ont., April 28. — The house spent today discussing the famine conditions of wheat last November, the ever present ocean tonnage and the general grain situation in the west. Sir George Foster explained at length the action of the government, which, he said, had been prompted by the urgent needs of Italy. The wheat had to be secured quickly, and he urged that commandeering was the best method that could have been resorted to.

The government, however, would not have adopted so drastic a measure had it realized at the time the scarcity of ocean tonnage, Italy had been unable to furnish the ships to transport the wheat, and therefore the last of the commandeered grain would not have left this country before the end of May.

"Despotic," Says Laurier.
Sir Wilfrid Laurier denounces the commandeering as despotic. No government, he said, had ever resorted to such a course unless in case of famine. Several western Liberal members also spoke in criticizing the government, claiming that the commandeering had been prompted by a desire to stem the overwhelming demand of the west for free wheat.

Hon. Frank Oliver and Mr. Buchanan, Medicine Hat, criticized the action of the government in erecting huge elevators at Calgary, Moose Jaw and Saskatoon, but Sir George Foster declared that if all the western wheat had been transported to the seaboard this winter and lodged in terminal elevators, no more would be on its way to Europe than was actually exported under present conditions.

When the house moved into committee of supply Sir George Foster, minister of trade and commerce, (Continued From Page One.)
gave to the house his long-promised explanation of the action of the government in commandeering the wheat.

Italy's Need Great.
He said that when the Canadian Government was requested to purchase the grain the shortage in Italy was absolutely acute. She, herself, needed a greater amount than the thirteen million bushels commandeered by the government. The matter was urgent.

After somewhat extended negotiations, he said, the government was finally on November 23, 1915, requested by the allied commission to procure forthwith a large quantity of wheat and oats. It was wanted quickly, therefore the government had to think and act quickly. There were three methods open to the government. They might have sent buyers thru the country to purchase from the individual farmer. But this was precluded by the fact that the navigation was due to close in a very few weeks, and such a method was necessarily slow.

Purchase Not Practicable.
They might have come to the brokers of the country to buy up stores of wheat, but that method involved large distributions of commissions, and the allied commission, as trustees of the allied commission, was in duty bound to supply the commodity at the lowest possible price. In both the methods, he said, the fact that the movement was in the market would have automatically boosted the prices and forced the government to buy on a rising market.

The third method was commandeering, which was resorted to.

The government, after getting the best advice, came to the conclusion that the fairest way all round was to take possession of the grain by commandeering, and at midnight on November 27 they issued an order to the government and the public elevators in Canada to retain all wheat in store at that hour of grade numbers one, two and three, and to reserve it all for the use of the government. Sir George said that 40,800,248 bushels were commandeered at the head of the lakes,

and 321,451 in eastern Canada, a total of 10,621,799. The current price of wheat on that day was 104 3-4 for No. 1 Manitoba wheat.

Given Fair Price.
"I think that system, taking into consideration the state of the market, which was on the upward grade, was justified," Sir George said. "The men whose wheat was commandeered stood to lose nothing by the government's action. On that day they received a fair and equitable price for their grain."

An additional argument in favor of the commandeering order, Sir George said, was the fact that the grain taken was principally in the hands of middlemen. "If we had gone about from day to day buying on a rising market they would have been the men to benefit, having bought it at lower prices. The replenishing of the reserve of wheat which naturally resulted, rebounded to the benefit of the producers, and whatever rise in price ensued, benefited the farmers," he declared. Sir George believed the action was the best for the allies' purposes. They got the grain at the current rate of that day and had to pay nothing for increase in price as a result of their buying, which would have resulted if wheat had been bought on the installment plan.

Three Difficulties.
Three difficulties presented themselves in the operation of commandeering order which had to be met by the government. When the government took possession of 10,000,000 bushels at the head of the lakes it immediately stopped the regular outflow of grain to eastern ports. So, to meet the situation, the government agreed to loan to commission men having vessels in readiness quantities of wheat on condition that it be replaced within ten days. Some seven and a half millions of bushels were thus taken. It resulted in a record ten days' output from the western elevators, namely 10,000,000 bushels.

The commandeering cut off the supply of the mills. To meet this the government released all grain in eastern elevators when shown a bona-fide certificate with millers on the guarantee that their wheat was to be ground, and on making the required deposit with the government. That released 1,400,000 bushels.

And so as not to tie up shipping, bonafide contractors with the old country who had cargo space reserved for shipment were given release of grain which they agreed to return within reasonable time.

"All this grain has not gone out yet," Sir George said, "but there has always been more grain ready for loading than there have been ships provided by the allies. Probably the last of it will not leave our port until the end of May, when it will be taken out of the port of Montreal."

Laurier Not Convinced.
Sir Wilfrid Laurier asked for whose benefit the grain had been commandeered, to which the minister replied that it was for the allied commission thru whom most of the war purchases were made. The balance of the grain remaining in Canada was still subject to their order.

Sir Wilfrid's reply was short but critical of the government's action. "No government ever before," he said, "had commandeered supplies unless a famine threatened. The government should have secured the grain thru the ordinary trade channels of supply. Absolutely no purpose, he said, had been served by the government, and they had estranged the whole grain trade of the country. The despotic action resulted in serious complaints from all over Canada and he had not yet heard a single reason why the action was taken."

In reply to Mr. Martin, Regina, as to whether Italy received any Canadian wheat within four weeks after Nov. 27, Sir George said: "No. If we had known beforehand of the coming scarcity of tonnage and known that the Italian government could not supply ships then we should have taken our time and got the wheat in dribbles."

Turiff's Charge.
Mr. Turiff (Assiniboia) thought the minister made an absurd statement when he said the government in commandeering 13,000,000 bushels of wheat had helped the farmers to get a better price for the balance of a 200,000,000 bushels. He charged the government with engineering the sale for political purposes. Wheat usually went down a bit at the close of navigation, and the government hoped to do something on which to claim the wheat curiously commenced to go up and the government was now hard put to get out of an awkward corner.

Mr. Martin (Regina) said that the first thing the government should have seen to before taking such drastic action was transportation facilities. He charged the western Conservatives

with turning their coats so far as looking after the interest of the western farmer was concerned.

Mr. Buchanan (Medicine Hat) criticized the construction of elevators at Calgary, Saskatoon and Moose Jaw. What was needed was more terminal elevators, it was asserted.

CHARGE STILL STANDS
AGAINST RAILWAY CO.

City Solicitor Prepares Report of Cases Before Railway Board.

A report showing the standing of all cases and applications before the Dominion Railway Board and the Ontario Railway Board, in which the city is affected, has been prepared by City Solicitor Johnston for Mayor Church.

Regarding the application for a better service by the Toronto Railway company, the report states that the matter is in the hands of the railway board, who are collecting information regarding the services supplied by the company. At the request of the board of control, the indictment against the company for overcrowding still stands.

IS CLAIMING DAMAGES
FOR EXPROPRIATION

Harry Robinson Asks Six Thousand Dollars From City.

Before Official Arbitrator P. H. Drayton, in the city hall yesterday afternoon, Harry Robinson claimed about \$6000 for the expropriation of his two houses on Coxwell avenue at the time when the city laid a sewer in that district.

Several offers were made in the vicinity at the time of the expropriation, many of which were accepted by the property owners, but the claimant could not see his way clear to accept the one made for his property. Many of these settlements were referred to by J. T. Simpson of the city assessment department, who gave evidence on the city's behalf.

Cross-examining for Mr. Robinson, Norman Somerville asked the witness certain parties had not been told that arbitration might take a year and that it was quite likely, as it was not unusual for a period to elapse before arbitration was concluded.

An adjournment was made until Friday, May 5.

BRITISH CRUISER VICTIM OF MINE

Great Majority of Officers
and Crew of Russell
Saved.

HUN SUBMARINE SUNK

Officer and Seventeen Men of
Her Crew Were Taken
Prisoners.

LONDON, April 28.—An admiralty report says:
"H.M.S. Russell, Capt. William Rowden Smith, R.N., flying the flag of Rear-Admiral Fremantle, struck a mine in the Mediterranean yesterday and was sunk."

The admiral, captain, 24 officers and 676 men were saved.

"There are about 124 officers and men missing. The east coast yesterday. One officer and 17 men of the crew surrendered and were made prisoners."

Laid Down in 1899.
The Russell was laid down in 1899 and completed in 1903. She was 495 feet long, 75 feet beam, 26 feet deep, and displaced 14,000 tons. She was armed with four 12-inch, 12 six-inch, and four torpedo tubes. She cost about \$5,000,000. She was recommissioned at Sheerness in 1912 after being refitted.

Under ordinary conditions the Russell carried between 750 and 800 men.

Sydney Robert Fremantle was made a captain in the Royal Navy in 1908 and was created a rear-admiral in 1915.

The admiral last night admitted the loss of submarine E-22.

Steamer Sunk.
The German admiral announced today that on Wednesday night German naval forces destroyed a large British guard vessel on Dogger Bank, and brought in a British fishing steamer as a prize.

The British statement says: "The British steamship industry was sunk by an enemy submarine, and the crew was left in open boats in the Atlantic 120 miles from the nearest land. The boats, with the entire crew, were picked up by the American liner Pinland. The industry was proceeding to

What Hydro Costs

HYDRO OFFICIAL 1915 REPORT STATES TORONTO HYDRO SYSTEM

Cost of 1915 power, \$430,830.00.
Cost per horse-power year, \$15.00.
Total operation cost without any depreciation, \$1,318,831.50.

Conclusions From These Figures :

Average power purchased, 28,722 h.p.
After adding \$150,000 for depreciation, cost of power on which rates should be based to consumer

PER HORSE-POWER YEAR

\$51.14

What Rates Are Charged ?

THE FOLLOWING IS A TORONTO HYDRO ACCOUNT, JANUARY 6th TO FEBRUARY 4th, 1916

10 h.p. at \$1.25 \$12.50
20 h.p. at \$1.00 20.00
1,120 k.w. hrs at 1 1/2c 16.80
9,776 k.w. hrs. at 15c 14.66
Less 20 per cent. discount 12.79
Net account \$51.17

Actual Horse-power Used By This Firm as Measured By Meter

66 horse-power, almost all for light.
Rate per month for 66 h.p., 77c.
Rate per year per h.p., \$9.24.

POWER COSTING TORONTO HYDRO

\$51.14 is Sold for \$9.24

WHO PAYS THE DEFICIT ?

Taxpayers Should Not Submit to Mismanagement

Which Means a Loss of \$42.00 for Each Horse-power Per
Year Due to This Hydro Customer—and
Hundreds of Others Like Him

WHOOPIING COUGH

No cough sufferer old or young can take
Veno's Lightning Cough Cure without benefit.
In whooping cough its quick, sure relief is truly
startling. Mothers who do not know Veno's often think
that whooping cough must go on until the season changes.
They are wrong. Veno's cures whatever the season, cures
at once and cures thoroughly.

Won Grand Prix and Gold Medal, International Health
Exhibition, Paris, 1910.

There is nothing in Veno's Lightning Cough Cure that the most delicate
child may not take freely. It contains no opium, morphine, or paregoric.
The curative power of Veno's comes from strengthening principles which
enable the breathing organs to throw off attack and not from narcotic
drugs. It may be used with fullest confidence for old or young. Only
real and speedy benefit can result. Veno's is the remedy for—

Coughs and Colds
Bronchial Troubles
Nasal Catarrh
Hoarseness

30 cents.

Large size contains 91 times the quantity 30 cents. Sold by
Druggists and Dealers everywhere, or direct, on receipt of price,
from the sole agents for Canada, Harold F. Ritchie & Co.,
Proprietors, The Veno Drug Co., Ltd.,
Manchester, Eng.

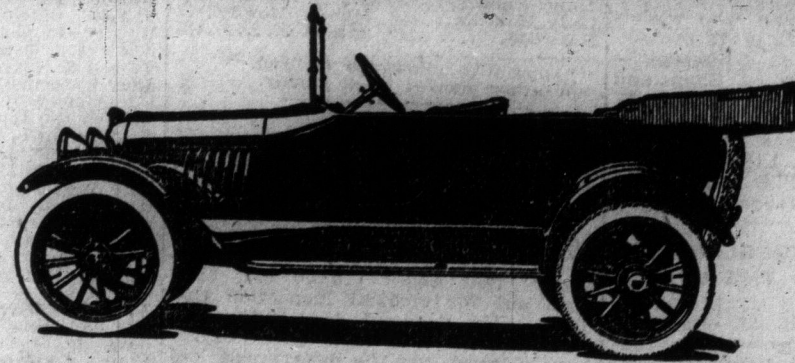
VENO'S LIGHTNING COUGH CURE

a United States port and was unarm-
ed. The industry, 4044 tons, was built
in Belfast in 1888, and plied between
French and United States ports.

FUNERAL OF REV. AMOS CAMPBELL.
BELLEVILLE, April 28.—The funeral
of the late Rev. Amos Campbell of this
city this afternoon was attended by many

Methodist ministers of the city and vicinity.
Rev. H. B. Kenney, president of the
services. He was 84 years of age, and
was active until seized a few days ago
with a paralytic stroke.

This Big Car Saves You Money



Even John Rockefeller himself couldn't buy a car that doesn't
need reasonable repairs once in a while, but—
Just picture yourself, check-book in hand, while the repair man has
to laboriously work his way far into the vitals of your car in order just
to get at some little trifle he can fix in five minutes.
That is the kind of unnecessary expense we save you in the

\$1115

Delivered in Toronto

**GRANT
SIX**

\$1115

Delivered in Toronto

Every little part, even the interior of the
engine, is quickly get-at-able.
Just imagine getting 20 miles to the gallon
with a big roomy six that can do the long
grind up Avenue Road Hill on high gear
with ease. That is an economical car for
sure—many can even get 28 miles.
The Grant is just heavy enough to hold
her down on the road at a fifty-mile clip.

and light enough to save the tires, as com-
pared with heavy sixes that give no more
service. Besides, every bit of good engi-
neering saves tires. Her performance
shows you the Grant is right from radiator
to tail lights.
More economical than any "four," with
all the luxury and appointments of a big
six—at a price that will open your eyes wide.

Come for a trial spin. It's the quick, pleasing, convincing way to pick
out your car. Phone for appointment, North 7200.

Death and Watson, Limited
Bloor and Huntley Streets (at the End of the Bridge), Toronto