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MANY SCHEMES BEFORE ELEVATOR COMMISSION

Weyburn Meeting Largely Attended--General Demand for Government Owned Elevators--Farmers' Elevators at Carlyle--Difference in American and Canadian Grades Shown--Fleetings Wanted on Estevan Line.

Weyburn, May 25.—The Saskatchewan Elevator Commission held a session here which continued throughout the day. The evidence before the commissioners was largely in favor of a government-owned system of elevators. The commissioners leave tomorrow morning for Carlyle.

Mr. Frank Shepherd was the first called to give evidence. He declared there has been complaint against the treatment by the elevator companies. The most serious trouble was that of dockage. Too much was left to the elevator man to whose mercy the farmer was subjected. Before the farmer got credit for all he grew it was necessary, Mr. Shepherd said, to get a sample market. The farmers elevators were, he said, doing good in some parts, but in other parts doing equally badly. It all depended upon the management. Farmers elevators were intended to run for a profit like privately owned elevators. He knew from actual facts that farmers' elevators had given bad dockage. He knew enough of the operation of elevators to be aware that it was possible to cheat the farmer.

Regarding the Moose Jaw farmer statement that a farmer if he wished could avoid fraud, Mr. Shepherd said this man was either ignorant of the facts or was talking contrary to his better judgment. It was, he said, impossible to get cars as required. The railway companies were not, in his opinion, living up to the act. He was in favor of some system of government ownership, but the matter was one which should be kept out of politics. The commission should be selected from the Grain Growers' Association. He was favorably disposed to the cost of government owned elevators being upon the grain growers. The commissioners should be men above graft, and be free from party politics. Men of this class would merit the confidence of the farmer.

Asked by Mr. McGill if in the event of it taking two million dollars to install a system of government elevators, would the government be justified in placing faith in the grain growers to bring the enterprise to a successful issue. Mr. Shepherd was not prepared to make a direct answer, but intimated that if the grain growers worked together they should and would assume the responsibility referred to. Believing the farmer was entitled to all he grew, it was necessary, Mr. Shepherd thought, to have cleaners in elevators. He favored special bins. The time a farmer was allowed to fill his bin should be four or five days.

Suppose elevators like this don't pay who is to meet the deficit? asked Mr. McGill.

There should be a charge upon the grain going through the elevators, replied Mr. Shepherd. The farmers would pay if they were sure of getting a square deal. The bill to be framed, Mr. Shepherd thought, should be as a complete government monopoly of elevators. Private elevators should not be permitted to become buyers or sellers of grain. He believed there were good elevator men despite the system that makes them bad.

If the farmer got the same facilities at platforms as at the elevator, he would not, in his opinion, tend to draw grain away from elevators. A government controlled elevator would not have anything to fear from the platform. The farmer should manage any system of elevators to be introduced. It was feasible for the farmer to bear part of the cost and the farmers would not, he thought, object if they were to be benefited by doing so.

W. E. Motheral, President of the local Grain Growers' Association, stated he was satisfied with the dockage and grading last year. He favored government monopoly, but not management of elevators. The farmers should have a large say in the management and the commissioners should, he thought, be nominated by the Grain Growers.

Mr. Tegart, of Rouleau, favored government ownership of elevators, but not a monopoly, as many farmers did not believe in state owned elevators. He thought a line of government owned and operated elevators would pay. If they did not pay he favored raising rates on the farmer a farmer who did not use them. The reasons many farmers in his district were against government ownership of elevators was because they were

"suckers on the string" of the elevator companies. He explained the term by stating that a good many farmers got favors to the extent of \$15 or \$20 for dealing with private elevators. He thought the government should compete with private companies. The farmers would be willing to pay for the upkeep and patronize government owned elevators. He proposed that the grain growers should nominate a number of men for appointment to the elevator commission, and the government should pick the number required from the list thus nominated. The Legislature should have the power to dismiss. He thought the government should find the money to build a system of elevators, and the grain growers have control of them. If any defect occurred it should be met by a tax upon all the people of the province. In case of the Royal Commission reporting that an independent commission would not work out satisfactory, he would suggest as an alternative that the government appoint one of the commissioners and the grain growers the other two. He thought it fair to tax all the people for any loss which might occur from a government owned elevator system, as all the people would directly be deriving benefit with the farmer from such a system.

At the opening of the afternoon session, C. C. Bradley, of Milestone, was called. He favored a government system of elevators. If it could be stored at the elevators, street wheat would be abolished. There was no great profit at the track prices paid. If a deficit was encountered one year, through a failure of the wheat crop, he thought this deficit should be met by a general taxation. The government should have some protection against the farmer who in a prosperous year broke his pledge to sell at the government elevators. He was in favor of the farmer giving a legal instrument against his farm in favor of the government as a guarantee against a loss from the elevator system. He thought farmers would be satisfied to do this. He favored an independent commission nominated by the grain growers. He was opposed to government appointed commissioners, as these commissioners would feel dependent upon the government for their positions and would not be as satisfactory. As illustrating the distrust of private owned elevators, he pointed out that of the 500,000 bushels shipped at Milestone this year, 500,000 bushels were shipped at loading platforms to evade conditions at the elevators.

B. A. Smith, of Yellow Grass, had had troubles with elevator companies in regard to weights. At Yellow Grass, to obviate deception, the farmers had clubbed together and bought scales. As a result of this one man had on a carload saved \$40 by comparing weights and forcing an elevator company to admit wrong-doing. There had also been difficulties with regard to prices. In his opinion the handling of grain through elevators should be in independent hands. Employees of elevator companies were too often tempted to defraud. It was in his opinion feasible for the farmers to unite and successfully conduct a system of elevators. The government should advance the money required to install a competing system. The rates for storage, etc., should be high enough to secure the government against loss. He even went so far as to suggest that the government should resort to force to put down competitors against the government system of elevators who competed unfairly.

Sam Murray, secretary of the agricultural society of Weyburn, thought the solution of the whole problem lay in the farmers electing their own candidates to the Legislature and having their own government.

Mr. Frank Moffat, secretary of the Farmers' Elevator Co., Weyburn, gave figures to show that by handling grain at 1 1/2 cents the company had made no profit, and at 1 1/4 cents the profit was very small. It was impossible for an elevator company to make money at less than 1 1/2 cents. If an elevator was used for merely storing and handling grain it would be a losing proposition. The abuses complained of were not such as to require government ownership. He thought farmers could go into the elevator business themselves and make a success of it.

R. M. Stewart, of Weyburn, thought farmers should own and manage the elevators. The government, he thought, might loan money at a low rate of interest and the farmers appoint the commission and control it. It was the advantage of this would be to eliminate party politics.

Carlyle Meeting.

Carlyle, Sask., May 26.—The Saskatchewan Elevator Commission held their first meeting at this point here today, the meeting being held in Porteous Hall. Prof. McGill presiding, and Commissioners Green and Langley being also present.

The witnesses heard were chiefly representatives from surrounding Grain Growers Associations, and the evidence given was on the whole very similar, for the most part favoring a system of farmers' elevators financed initially by loan from the government at low rate of interest.

J. Cusek wished the elevators to be government owned and managed by a committee nominated by the Grain Growers' Association, who on their nomination by the Grain Growers should be appointed by the Government. He considered it reasonable that the Government should furnish the money and the Grain Growers Association spend it, and would be willing to submit this question to a referendum.

The next witness called was Mr. McClund, of Gainsboro, whose argument was practically the same. He objected to the system of grading in Canada and produced samples of American and Canadian wheat in proof of his contention. Wheat in proof from Saskatchewan was graded too low. The sample graded as One Northern in Saskatchewan, 84c, graded in Minneapolis "Extra One Hard," 96c. Mr. McClund also asked for a sitting of the Commission in his territory, and suggested Carnduff as the central place.

H. Cope, of Carlyle, did not favor Government elevators, or Government terminals. It would be an ideal system if the Government could advance one-half the funds necessary to build farmers' elevators at a 4 per cent interest. If this were done there would be a large increase in the number of farmers' elevators which would be organized under a central management. H. Kippam, of Carlyle, agreed with the previous witness.

L. C. Neish, of Carlyle, objected to Government elevators because of the difficulty in guaranteeing that the farmers would use them. There was no sentiment of loyalty amongst the farmers towards the Government as such, and he would endorse the view taken by Mr. Cope of farmers' elevators under an overseeing bureau if necessary, and it would help the building of a provincial-wide system if the Government would loan funds for construction at a nominal interest. The authorities could then send organizing parties through the country to assist in organizing farmers' elevators.

Mr. Langley characterized this as the most business-like proposition yet placed before the Commission.

Mr. Neish believed that the Government ownership and an independent commission would not be as successful as the idea outlined, and suggested "working alone" the lines of the Scot co-operative societies.

Mr. Costler, of Watchope, stated that he had been delegated by the Grain Growers' Association of that district to put forward the idea of government elevators and an independent commission, but admitted that the question of responsibility of the "independent" commission had not been at all carefully thought out. He would favor a guarantee from the farmers that 60 per cent of the farmers would guarantee to use the government elevators exclusively, but at the same time he would hardly be agreeable to attaching a penalty clause on the so-called guarantee.

Several other matters are to be brought before the Commission at 9:30 tomorrow morning.

Custom House Returns.

Custom House returns for the Port of Regina up to 4 p.m. May 31st, show a remarkable increase over last year. The Custom House fiscal year commences on April 1st, and in 1909 the returns up to and including May 31st for the port of Regina, which then included Saskatchewan, Humboldt, North Battleford, and Prince Albert, amounted to \$50,632.80. This year, the figures for the port of Regina alone, that is without the returns for the above mentioned towns, amount to \$130,372.70. This shows a large increase in business and serves to further demonstrate the fact that Regina is rapidly becoming to Saskatchewan what Winnipeg is to Manitoba.

For the month just ended the receipts for Regina port totalled \$68,528, as against \$20,592 for the same month last year, a gain of \$47,936.

In the last 17 years 22,840 lives have been lost in the coal mines of the United States, about one-half of them in the last six years.

Regina will construct the new trunk sewer by day labor.

LAURIER'S SUCCESSOR

Is Troubling Liberal Party—Another Quebec Man Favorite for Position—The Dying Struggle of Corrupt Administration.

Who Will Succeed Laurier? A good deal of gossip is going about in a quiet way as to the future of the Liberal party. It is becoming clear that Sir Wilfrid Laurier is approaching the end of his tenure of the Premiership. He made the contest of 1908 on the plea that it was to be his last, and the Liberals, while keeping sedulously silent on the subject, are making quiet preparations for his retirement. With many of them these preparations are taking the form of anxious efforts to get under the cover of some good job. In part, however, they are taking the form of a study of the succession. Who is to be the leader after Laurier? One name which is heard a great deal is that of Sir Lomer Gouin. Quebec support, the Liberals argue, is the back bone of the Liberal party; therefore Quebec must nominate the leader. That is the present stage of the subject.

Favoring American Seaports.

The signs increase that the Grand Trunk intends to carry the western business it will get from the Grand Trunk Pacific to American ports and to give Canadian seaports the go-by. It will be remembered that when the Laurier government was making its Grand Trunk Pacific bargain it with much ostentation put in the agreement a clause binding the "Grand Trunk Pacific" to use none but Canadian routes, and Canadian ocean ports. Mr. R. L. Borden moved that the same obligation be imposed on the "Grand Trunk" with respect to traffic which it may get from the G.T.P. This the Government refused to do; it deliberately left the Grand Trunk untrammelled. Now what is the result?

The Grand Trunk now is buying huge areas at Providence, Rhode Island, with the express purpose of using it as a seaport. Its purpose is to make a through route of the Central Vermont, which hitherto has not been a paying property.

Thus the "Grand Trunk Pacific" will gather the freight in the west and the "Grand Trunk" will ship it through American ports. It is precisely the arrangement which Mr. Borden foretold and which the Government scoffed at. Our hundred million dollars goes to build up American ports.

The Grand Trunk now is about to build the Algoma Central, which runs north from Sault Ste. Marie, onwards to tap the Transcontinental north of Lake Superior. This traffic will be drained off the St. Ste. Marie, thence by the Grand Trunk's subsidiary line to Sarnia, and so to Portland and Providence.

Cost of the Transcontinental.

The Vancouver Province, an independent paper, has added itself to the list of journals which condemn the government's refusal to have the cost of the Transcontinental properly investigated. It says in part:

"It is evident that the Ottawa government is either weary of what it regards as cavilling criticism by the Opposition, or construction operations on the Eastern section of the Grand Trunk Pacific or is alarmed less something will come out which, even with its method of covering delinquency, it will be unable to deny or explain, and has accordingly decided that no more investigations into such charges, however serious they may be, shall be made. This determination was made manifest by two proceedings in parliament on Thursday last. One was the filing of the report of the Liberal members of the committee of enquiry appointed to take evidence in the matter of the accusations of over-classification laid by Engineer Lumsden, and the other was the defeat of the motion of Mr. Houghton Lennox, a member for South Simcoe, for an investigation into the cost of the 'National Transcontinental Railroad.'

"But the country will eventually realize that the attitude on this matter of the Opposition is the right one. As Mr. Lennox pointed out everything in connection with this whole long section of railway has been muddled through the ignorance of the government and the incompetency and worse of those in charge of it. The enormous differences shown to exist between the estimates shown to expenditure and the alleged actual cost has been far too great to be accounted for on any basis of reasonable error and is of much greater concern than in refusing an immediate and thorough investigation the government tacitly admits that it dare

not face the facts that would be brought to light."

Government on the Stump.

It is becoming plain that the Laurier Government feels very shaky over the next election. Since its return to power in 1908 things have gone badly for it. Its Transcontinental chickens are coming home to roost. Mr. Pugsley's name brings reproach to all Liberals of the older school in constituencies which do not lend themselves to the methods of conciliation, in which he excels, and his fellow Liberals members are growing very tired of the recurrent calls for whitewashing votes. The Manitoba boundaries question is ugly, alike because of the substantial injustice done to the Province most concerned, and because of the impossibility of making any satisfactory defence for it. Exploits like the persistent advocacy of the St. Lawrence Power Transmission Company's designs on the Long Sault rapids have weakened public confidence. The naval policy ignores the very thing which drove a reluctant admission into adopting it—the apprehension that a danger threatens the British Empire. Departmental weakness such as that shown in the St. Peter's Reserve sale is on the increase, confidence is being sapped in the government.

The upshot of these considerations is that from now on the administration of the public business is to take second place and the primary energies of the government are to be devoted to the task of surviving. Almost the entire government is going electioneering.

As is well known, Sir Wilfrid Laurier is to tour the West, accompanied by Mr. Graham, Mr. E. M. Macdonald, the Principal Blocker, and Mr. Farwell, Chief Whip and Champion of the St. Lawrence Power Transmission Company.

Simultaneously, Mr. Oliver is to go west and devote attention to the wilder and less accessible constituencies in the north. Reports from the Yukon are so disturbing that he will visit Dawson, though Mr. Templeman was there last year. It also is expected that next summer a third minister will make his appearance in that corner of the country so carefully as simple epistularies being looked after.

Mr. Templeman is to spend three months in organization work in British Columbia, where something evidently is urgently needed.

In Ontario Mr. Graham and Mr. King are to make another tour, with the object of following Mr. Borden and SEEKING to lessen the results he obtains. In Quebec Mr. Lemieux is to make a round of the constituencies; while Mr. Fielding on his return from Great Britain is expected to do some campaigning in Nova Scotia. That is a fairly good programme for one summer midway between elections. It shows that from now onward Dominion politics will be like those of Ontario prior to 1905, or of New Brunswick prior to 1905. They will be the story of the death struggle of an administration.

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PRESS INCITING REBELLION.

Troubles in India Are Augmenting Against England.

London, May 30.—Cocoon bombs filled with poisonous needles, are the latest weapons by seditious Bengalis against the English. A copy of what it describes as the "most outrageous incitement to murdering Europeans yet in the Indian press" has just reached London. It is held fully to justify the recent righteous application of press law in India. A passage from it reads: "We once more appear before you to preach our revolutionary doctrines to all the redemption of our mother from the atrocious hands of foreigners, more particularly the English. Your life is not worth even dust or straw if you do not soil your hands with blood of our oppress Ferangi (foreigners). You must kill as many of these white sheep as you lay hands on whether men, women or children. Arm yourselves with bombs and dispatch white assassins soon to Yama's abode." Yama is the Indian Pluto. Then follow directions as to how arm may be procured from arsenals, assurances that British soldiers may be counted upon to offer "only a faint hearted defence" and suggestion that domestic servants may assist in the work of extermination of the British by poisoning their masters, a method which is described as "smooth dispatch" in contrast to the use of poisoned needle bombs.

No Support From Joe.

London, May 29.—The general board representing the licensed victuallers of Great Britain has received a striking reply from Joseph Martin, M.P., in reply to its appeal for support in its protest against Chancellor Lloyd-Georges' oppression of the liquor traffic.

Many noble lords and members of parliament have replied sympathetically. Mr. Martin wrote:

"Yours to hand. I take very little interest in the wall of the publican. If I had my way the restrictions or liquor would cost much more."

When read at a meeting of the board the letter was received with laughter and cries of "shame." The chairman said the reply of the honorable gentleman would be borne in mind by the trade.

The case against Tedford and Robinson, of Griffin, for false arrest of Clippeman was non-suited.

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Probable Date.

Winnipeg, May 31.—It is rumored in the city today that the provincial government has decided to appeal to the court on Wednesday, July 20. The Government has so far made no official announcement, but it is expected that the notice of the dissolution of the present Legislature will be made in the course of a few days.

It is understood that the Government has decided on a short and sharp campaign so that business, etc., will be interfered with only as little as possible.

Dates for the registration of voters in Winnipeg and Brandon are expected to be announced at the end of this week or early next, when the actual campaign may be considered to be on, as both sides are making preparations to have as complete lists as possible.

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