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ELEVATOR COMMISSION MEETS AT MOOSE JAW

Evidence Given by Messrs. Rathwell, Dorrell and Partridge -- Farmers Don't Wish Monopoly -- Object to Any But Government Ownership -- Grain Growers Will Prepare Statement of Case for Commission -- Partridge Gives Very Interesting Evidence -- Elevator Man Says Storage Alone Won't Pay.

Moose Jaw, May 18.—The elevator commission appointed by the provincial government to enquire into the elevator problems of Saskatchewan, opened its three days' session in the Y.M.C.A. building here this morning. The enquiry opened at ten o'clock this morning, but the session was purely formal, being mainly occupied in discussing and preparing plans for future meetings.

Members of the executive of the Saskatchewan Grain Growers' Association, gathering their views as to the scope of the enquiry, and mapping out future plans, the elevator commission got down to serious business this afternoon. Considerable interesting evidence was gathered from the four farmer witnesses heard. While some indefiniteness of opinion was expressed in reply to questions put by the commission, there was perfect unanimity of opinion in condemnation of the present system of private owned elevators and the need for a better system to take its place.

The witnesses were equally definite in condemnation of any system of monopoly in shipping, whether at the hands of the government or private companies. Thus, as one witness humorously put it, "When the Grits are in power the Tories can use loading platforms, and when the Tories are in the control, why the Grits can use the shovel." The recognized value of the government system of elevators was the making possible of an ideal sampling market. Such a market would put different classes of buyers in competition with each other for different qualities of grades. Not alone was there need for the remedy of abuses due to private ownership of storage facilities, but as one witness put it, the establishment of a public owned system would be the thin edge of the wedge of public ownership and operation of transportation facilities and the creation of a system of elevator commission.

Would Retain Farmers' Elevators. S. K. Rathwell, one of the witnesses heard, who is at present interested in several farmers' elevators, was not in favor of abolishing farmers' elevators in existence with the introduction of a government system.

H. Doerrell, president of the Moose Jaw Agricultural Association, advocated government operated elevators, but stood out strongly for certain control over the local operator by patrons of the system.

Asked by the chairman what he would suggest to ensure the financial success of such a system, he proposed to ask for a guarantee of support from local grain growers and also to reward their patronage by fixing the rate of storage at the lowest point compatible with supplying revenue for successful operation.

Today's meeting was the first of a long series, two more of which will be held in Moose Jaw and the balance at various important shipping points throughout the province.

The Grain Growers' Association in preparing a memorandum of their views which will be submitted at a later date. The members of the commission are Professor McGill, of Dalhousie University; George Langley, M.L.A., and F. W. Green, secretary of the Saskatchewan Grain Growers' Association.

Moose Jaw, May 19.—At today's session of the elevator commission enquiry, the most interesting feature was a long discussion between Mr. Partridge, a member of the executive of the Saskatchewan Grain Growers' Association, and Prof. McGill, chairman of the commission. Mr. Partridge is nothing if not an idealist in regard to elevator ownership and shipping facilities, and he gave voice to opinions which the professor termed socialistic, although he resented the implication as Socialism is accepted in a popular sense.

On the other hand the chairman conducted the discussion in a most impartial and unprejudiced manner, although his direct questions would perhaps prove rather disconcerting to a man possessed of the same ideas but less familiar with the subject than Mr. Partridge. Mr. Partridge was able to give much valuable information to the commission and promised to furnish a draft

were favorable to a government owned system of elevators.

Objects to Term "Socialistic." Prof. McGill repeatedly referred to his ideas as being socialistic and asked: "If people would not become socialistic what would happen to the scheme?" to which Mr. Partridge replied: "If it has socialistic properties it is also a sound business proposition."

He resented the term socialistic being applied in the popular sense of the term. Prof. McGill seemed particularly anxious to secure as much information as possible regarding the financial side of the question, and it was his desire expressed in this regard which brought forth the promise of Mr. Partridge to submit facts and figures as far as possible.

What makes this discussion particularly interesting is that Mr. Partridge is one of the prime movers and moulders of thought in this direction in the province.

E. Dorrell's Scheme Outlined. The only other witness heard today was E. Dorrell, president of the local agricultural society, who further detailed his plan as outlined in yesterday's evidence. Briefly summarized Mr. Dorrell advocated government owned elevators to be built at all points where asked for and where it can be shown farmers have raised at least 10,000 bushels the previous year and who would guarantee their support. The primary use of such a system would be to do the purely mechanical work of cleaning and weighing, storing with sufficient bins set aside to take loads of wheat for farmers who have less than carload lots for cooperative selling. Each locality should bear the expense of running the elevator. He further advocated that a local board of patrons be organized for advisory purposes to advise the commissioners and that upon the complaint of one-third of such board an investigation might be held into the conduct of the local operator.

Prof. McGill, in reply to a question as to the general intelligence of the country was raised, so would their support increase, as the articulate and intelligent portion of the community expressed themselves, so would follow the more ignorant. Finally, Mr. Partridge agreed on behalf of his executive to supply the commission with figures and estimates relating to their scheme so far as they could. He was promised help in the nature of clerical assistance on authority from the commission if necessary.

Questions and Answers. Some interesting passes occurred between Professor McGill and Mr. Partridge. Discussing the evils of private ownership, Prof. McGill said: "Then in your opinion the whole system of private ownership is wrong?"

Mr. Partridge—"Well, the whole system is undesirable and I am opposed to it, but I would support a government ownership system. Government regulation has been proved in many instances to be abortive and mere supervision is ineffective; what we need is the prestige of the government and not merely monetary assistance."

Prof. McGill—"Then you think mere financial aid may lead to danger?"

Mr. Partridge—"There would be greater danger of a deficit or default in state-aided co-operation because there would be lack of continuity or lack of prestige."

Prof. McGill—"You don't think co-operation would appeal to the community?"

Mr. Partridge—"I don't think so because the number of smaller systems that have been lamentable failures."

Prof. McGill—"The making of profits is a secondary consideration?"

Mr. Partridge—"That is so."

Governments and Social Ideals. Prof. McGill—"Your justification then would be social, moral and ethical as well as financial. You expect the government to take these into consideration?"

Mr. Partridge—"Yes. We think the government is for the benefit of the governed."

Prof. McGill—"Suppose the Government built a modern elevator and gave every facility needed, would a charge of 2 cents be justified?"

Mr. Partridge—"Yes. It is not so much a question of giving us cheap storage as it is to secure a morally right system."

Prof. McGill—"And then the state would be charged to cover the cost?"

Mr. Partridge—"Yes."

Prof. McGill—"Have you any grounds for believing that up to now any Government in the country has been elected from that point of view?"

Mr. Partridge—"Individual members have and I believe there is a revolution of feeling against rampant commercialism."

Prof. McGill—"Would you expect a commission of the government to operate a system of elevators?"

Mr. Partridge—"They only require to feel that the popular demand is strong enough."

The whole trend of Mr. Partridge's testimony was tending to prove that the articulate and intelligent people

WONDERFUL GATHERING

Pays Last Tribute to England's Great King—The Kings of Europe Mourn the Loss of Peacemaker.

London, May 20.—The body of King Edward VII. was carried through the streets of the capital today in the presence of many hundreds of thousands of subjects and with the kings of nine European nations, several future rulers, members of all the Royal families of the world and a former president of the United States following: the casket from Westminster Hall to Paddington Station. The cortege moved through solid lines of red coated soldiers, standing with rifles reversed and the regimental colors dipped to the ground. At the railway station the casket was placed in a funeral car and taken to Windsor, where, after the Church of England service had been conducted by the Archbishop of Canterbury in St. George's Chapel, it was entombed in the Albert Memorial chapel adjoining. No such procession in London since Queen Victoria's jubilee. The parade included many of the greatest men of the kingdom with representatives of all arms of the service and delegates from the most famous regiments of the empire and representative groups of foreign armies and navies.

King's Favorite Charger. Behind the casket upon which rested the imperial symbols, followed the late king's charger, while his favorite terrier was led by a Highland soldier just before the Imperial band.

King George, Emperor William and several members of royalty wore the uniforms of British generals.

Republic's Representatives. The representatives of the two great republics, France and the United States, were given a position at the rear of all the royalty. The princess of the European states, war carriages followed those carrying the royal ladies and they were the last in the line of representatives of foreign governments.

The Duke of Orleans was given precedence as the envoy of the French people.

The booming of minute guns and the tolling of bells accompanied the movement of the procession, while the bands played "The Dead March in Saul" and Chopin's "Funeral March."

Vast Crowds. The morning was clear and a hot sun beat upon the great mass of humanity that lined the route of the procession. It is doubtful if so many people were ever before seen in London. In St. James' street and at Hyde Park the throng almost overwhelmed the procession. The police and soldiers had to fight to prevent the lines being swept away by the crush. There were many broken limbs and other injuries received. Hundreds of persons fainted and especially among the women who had been standing on the pavement for hours before the procession left Westminster Hall.

Kaiser's Kindly Act. King George, the Queen Mother Alexandra and the Princess Victoria entered Westminster Hall before the procession and spent some minutes before the casket. Emperor William, who was at the entrance as they appeared, dismounted and waving the jockey's aside, opened the door of the Queen Mother's carriage, helped her out and then kissed her upon the cheek.

The procession started from the hall at 9.50 o'clock, just as the first minute gun boomed. The precedent afforded by the funeral of Queen Victoria nine years ago, was closely followed. The oak casket with the crown and cushion regalia and insignia of the Order of the Garter thereon, was borne on a gun carriage, the same as was used at the funeral of the late queen.

The Procession. The procession passed through Parliament street and Whitehall. The public buildings were heavily draped with black and purple throughout the route.

Leaving the district of officialdom the cortege passed through the Horse Guards' parade and thence along The Mall.

The embassies and private residences on Carlton House Terrace, overlooking The Mall, were heavily draped with mourning. The terrace was crowded with onlookers.

From The Mall the procession passed Marlborough House, emerging in St. James' park and proceeding to Piccadilly and along the thoroughfare to Hyde Park corner, where it entered the Park and passed along the popular drive to Marble Arch.

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Egypt, the Sultan of Zanzibar, Prince Tsai Tiao of China.

Then followed the princely and ducal representatives of a dozen German states, the members of the English Royal Family, the Duke of D'Alencón and Prince Boverade of Siam. The mounted group was followed by 12 state carriages. The first was occupied by the Queen Mother Alexandra, the Russian Dowager, Empress Marie, the Princess Royal and the Princess Victoria.

The second carriage contained Queen Mary of Great Britain, Queen Maud of Norway, the Duke of Cornwall, heir to the British throne, and Princess Mary.

The next four carriages carried royal ladies and ladies in waiting.

The seventh carriage carried a prince of China and his suite.

The eighth carriage was shared by Special American Ambassador Theodore Roosevelt, M. Pichon, French Minister, and Sanad Khan Montazer, Sultan of Persia.

The ninth carriage was occupied by Lord Starbuck, Lord High Commissioner for Canada, Sir George Reid and William Paul Jones.

Two carriages followed carrying persons in waiting.

Arriving at Paddington Station the casket was placed in the funeral car which carried the funeral party to Windsor. The royal saloon was upholstered in purple and white silk and a catalogue, erected in the centre, supported the casket. The car was occupied by King George, Queen Mary, the Queen Mother Alexandra, eight other sovereigns and near relatives. Special trains followed with the high officials, foreign representatives and special envoys.

Windsor, Eng., May 20.—It was a bitter winter day when the body of Queen Victoria was borne up the hill to the mediæval chapel of St. George. Today the castle gates at Windsor opened to receive the casket of the Seventh Edward with the green of an English spring on the trees and grass within the massive walls. The gray towers and battlements over which the Union Jack was flying at half mast never appeared more impressive. In the streets below was a seething mass of people in black with a lance kept open by two solid lanes of soldiers for the cortege to pass through. When the Royal Train arrived at the station the body of the monarch was again placed on a gun carriage and the procession was re-formed with the addition of the ambassadors, ministers and other representatives of for-

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sign states. Thus it passed through the purple draped streets to the castle and into St. George's chapel. From the railway station to the chapel the gun carriage was drawn by a squad of blue jackets. Immediately behind walked the king wearing the uniform of the garter with the German Emperor on his right and the late King's brother, the Duke of Connaught, on his left.

The clergy who were to conduct the service were in the chapel when the cortege arrived. They were the Archbishop of Canterbury, the Archbishop of York and the Bishops of Winchester and Oxford and the Dean of Windsor, the three latter respectively, the prelate, the chancellor and registrar of the garter.

(Continued on page 3.)

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