

Urges Farmers to Support Pool

Chief Commissioner Believes Idea Best for Wheat Growers

BUYER IS WARNED

Suggestion Board of Commissioners to be Changed Not Approved of

Rosetown, Sask.—"I believe you farmers who are working for a 100 per cent. pool are on sound ground," was the statement made recently by Mr. Chief Justice J. C. Brown, chairman of the Saskatchewan Royal Grain Commission, during the commission's sitting here. "I think if you will continue your arguments in that direction you will ultimately obtain your goal, a 100 per cent. wheat pool and complete control of your marketing system. In fact, I might say I would recommend that very thing right now," he added.

A series of resolutions from the United Farmers of Canada, local branch, were presented to the commission by L. J. Pepper, McGee, Sask. One of the resolutions stated it was impossible for the farmer to get the best results or deliver the best grain when the marketing system was in the hands of those seeking a profit out of the transaction.

The suggestion that the Board of Grain Commissioners be changed did not meet with Mr. Pepper's approval. He thought the Grain Act sound and did not believe a new Board of Grain Commissioners could administer the act any better.

System is Wrong

"It's the system that is wrong," he insisted. "We are attempting to market the crop through a system that is working for private profit and grading wheat through its appearance to the eye. If we producers can establish the grade, the value could be maintained all the way overseas and then the producers would have the highest purpose in always keeping the deliveries up to the highest standards."

Chief Justice Brown did not agree with the witness' conclusions on the grading question.

"That conclusion is not warranted by the evidence submitted to this commission. Our grading system is the best that brains and experience of 25 years have been able to produce," he said. "Even chemists have told us the system is nearly establishes the milling value of grain at it is possible, except by a chemical test, and we have not yet found that workable. I do not want you farmers to get the impression that you are being robbed in our grading system, for that is not the evidence."

A. M. Anderson, buyer for a line company, appeared before the commission on a subpoena, and denied a complaint that he had deliberately "plugged" a car of grain. He was warned by the chief commissioner not to again try to "beat the inspection department."

Australia Faces Political Crisis

Federal Government Threatened With Defeat Over Financial Bill

Canberra, Australia.—Facing the biggest political crisis since Premier W. S. Hughes went out of office in 1926, the Federal Government is threatened with defeat over the Financial Agreement bill which finally eliminates per capita payments by the Commonwealth to the States. Labor is solidly in favor of restoration of these payments.

The defeat of the Government would mean the resignation of Rt. Hon. Stanley Bruce, Prime Minister, and his Cabinet, and formation of a ministry by James Henry Scullin, Labor leader. As the latter could not hope to retain control a general election would be inevitable.

Former Premier Hughes, nominally a Government supporter, is active with those who are threatening to unseat Premier Bruce, but it is not thought he would be acceptable as leader of either the Nationalists (Government party) or the Laborites. Mr. Hughes claims the Nationalists in 1925 specifically laid down that per capita payments to the States would not be altered unless the satisfaction of the States themselves. The Government, he charges, have disregarded that pledge and brought in a measure forcing their own financial scheme down the throats of the States. The precarious position of the Government was shown in the House of representatives a week ago when only the speaker's casting vote saved the Government from defeat on a vote following a wild quarrel over procedure.

The Ideal Home

Vancouver Sun (Lib): It doesn't take much, really, to make a home; and what it takes is just as available to the man who can't afford anything but a third-floor flat as to the rich man who can build a country mansion. Love, forbearance, tact, usefulness—these are the chief ingredients.

Powers of Treaty Making Discussed

B. K. Sandwell, Compares British and American Legislation

RIGHTS OF DOMINION

Speaker Defines Treaties at St. James Literary Society

"The treaty making power in a Federal Government: Canada and the United States" was the subject of an address given by B. K. Sandwell before the St. James' Literary Society at the Engineering Institute in Montreal recently.

"Treaties involve contact of sovereignties," the speaker said, "and so long as a King is a King, there is no difficulty in the making of treaties. The United States enjoys no such concentrated sovereignty as we do in the British Empire."

Mr. Sandwell declared that the Americans cannot rely on getting ordinary legislation through, but pointed out that when the King is advised to sign a treaty on behalf of Canada he is advised by a Government which has the power to put through the necessary legislation.

"We have a sovereign power," said the speaker, "which is capable of making treaties and carrying them out. It needs no interpretation."

ST. LAWRENCE SCHEME

Touching on the subject of the St. Lawrence waterway scheme, Mr. Sandwell contended that the British North America Act of 1867 would have to be changed if such a scheme were through. He quoted it, in part: "The Parliament and Government of Canada shall have all powers necessary for performing the obligations of Canada or of any provinces thereof, as part of the British Empire, towards foreign countries arising under treaties between the Empire and such foreign countries."

Concerning the constitution of the United States Mr. Sandwell quoted: "This constitution and the laws of the United States which shall be made in pursuance thereof; and all treaties made, or which shall be made under the authority of the United States, shall be the supreme law of the land; and the judges in every state shall be bound thereby, anything in the constitution or laws of any state notwithstanding. The powers not delegated to the United States by the constitution, nor prohibited by it to the states, are reserved to the states respectively, or to the people."

Mr. Sandwell stated that the United States' Supreme Court did not render decisions on irrelevant questions. It required an actual legal conflict before it will render a decision.

EXPLAINS TREATY

The speaker pointed out that treaties are bargains and that they are made, not only by one of the contracting parties, but by both. If the consent of both is essential to the formation of a treaty the consent of both must also be essential to alter or cancel. They are just as binding and just as far beyond the lawful reach of legislative acts now as they will be at any future period, or under any form of government.

"The Empire makes treaties on our behalf," said Mr. Sandwell, "but it cannot force us to enact legislation to carry them out."

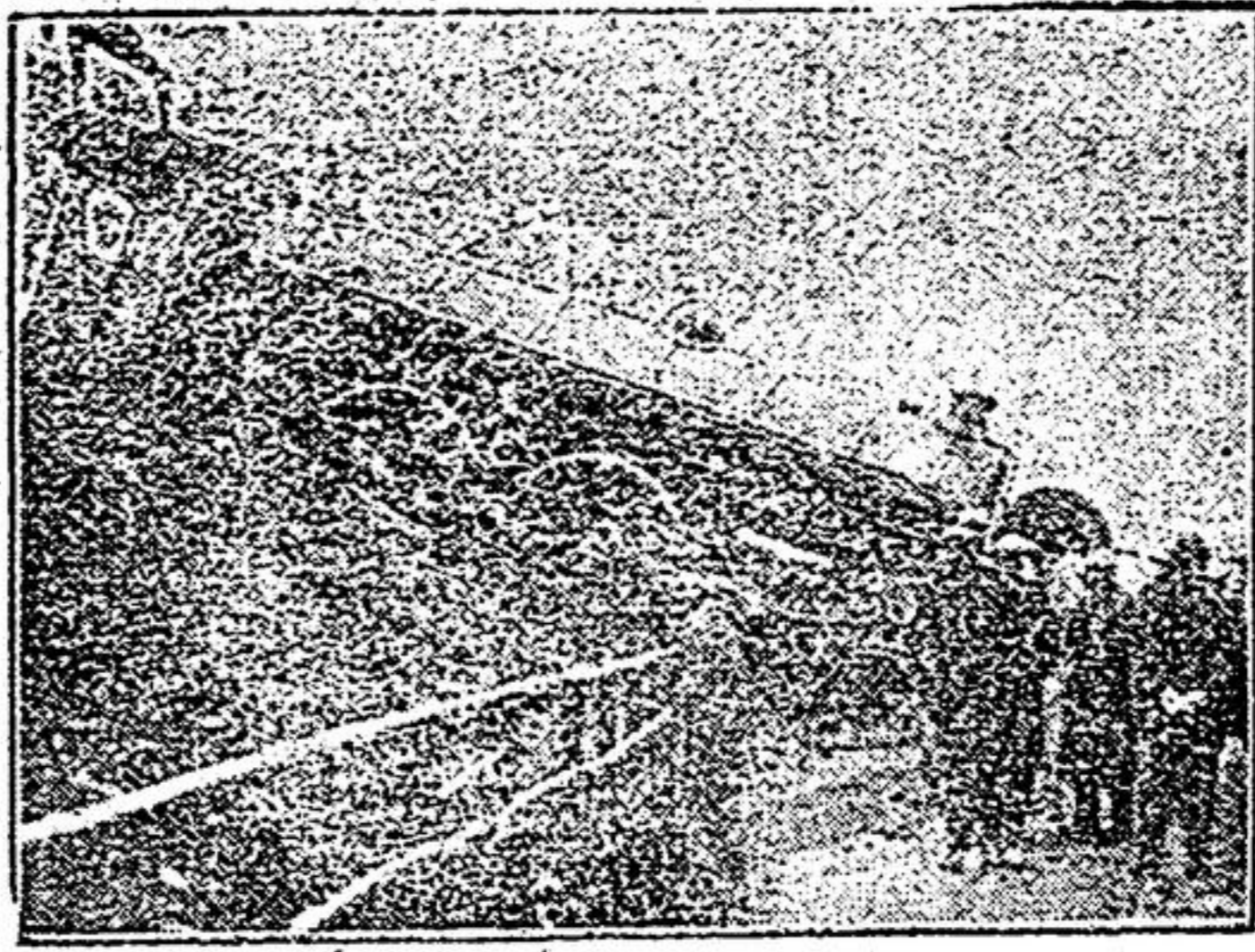
Debt Cancellation

New York Times: Nothing is harder for the public men of one nation to understand than the political psychology of another. Germany in 1914 gave a glaring example of this. But it is easy for other countries to be as deeply at fault in trying to read the mind of an alien people. Misunderstandings of this sort between England and the United States, and between both of them and France, crop up surprisingly. Rash and ill-founded predictions of what one will do find currency in the others. Even in his own country, a prophet needs to walk warily: it is wisest for him to heed the Yankee advice never to prophesy at all, "unless ye know." However, it does not take extensive knowledge of things American to assure our friends in Europe that they will have to wait long before they see their debts to America canceled or the Capper resolutions adopted. There are many big things in the United States, and one of the biggest is political inertia. To shake us out of that, in any given public matter, requires much time and labor.

"Defensive" War

New York World: Senator Borah repeatedly argued during the debate on the Kellogg pact that the moral force of the pledge against aggressive war was sufficient, and we need go no further. Each signatory nation had registered its solemn promise not to use war as an instrument of national policy. If it resorted to war it would face the united condemnation of mankind. But the Senate, debate itself and the report of the Foreign Relations Committee showed the inadequacy of this view. It was emphasized in the debate that the United States and other nations are free to go to war at any time in defence of anything they please to term their interests; and there has not been a great war since Waterloo that both sides did not loudly proclaim to be "defensive."

Off Again! A Bad Pile Up



UNUSUAL BRITISH TRAIN CRASH

The above shows a train that ran on to siding at Darlington in a dense fog and crashed through the terminal buffer to the public footpath, 20 feet below.

Canada Gives Prairie Wealth to Provinces

Old-Time Issue Settled by Handing Over of Natural Resources

Ottawa, Ont.—Transference of the natural resources of the three prairie provinces from dominion to provincial control, a question that has been coming before Parliament for many years without apparent approach to settlement, found unanimous support at last in the form of a resolution that it was in the best interests of confederation and western Canada that these provinces should be granted their natural resources free from restrictions.

Although in the course of the debate many Opposition members took the Government to task for its delay in this matter Charles Stewart, Minister of the Interior, and Charles Dunning, Minister of Railways, laid the blame upon the provinces themselves, which up to the present had preferred the receipt of the large Government subsidies that were granted in lieu of the resources. The former could not see that these provinces had suffered in any way under the present arrangement, and he was willing to see the transference made so long as it did not interfere with provincial autonomy or conflict with the act of confederation.

The resolution was carried unanimously.

Government estimates for the fiscal year 1929-1930, as tabled in the House of Commons by F. A. Robb, Minister of Finance, total \$391,500,000, being an increase of \$600,000 over the previous year. The greatest increases are in pensions, which call for over \$43,000,000; agriculture, requiring \$8,400,000; national defense, \$20,000,000 and post office \$34,000,000. The interest on public debt including sinking funds, has been reduced by \$3,500,000; labor calls for only \$332,000, or more than \$1,000,000 less than last year and soldier settlement mines, railways and canals and Dominion lands and parks all show a reduction in required expenditure.

While the estimates disclose only what was expected, there are some items of particular interest, including \$1,500,000 for the new Confederation Building at Ottawa, \$750,000 for the national research laboratory, \$1,500,000 for the lower lakes terminal at Prescott on the St. Lawrence and \$75,000 for a national monument on Connaught Place, Ottawa. Provision for the Hudson Bay Railway and terminals is the same as before, namely, \$6,500,000 while the amount required for the Welland ship canal is reduced by over \$3,500,000.

Favors Dominion Forest Inventory

Mayor Maclean Endorses Action to Systematize Reforestation

Ottawa.—All connected with the pulpwood industry will welcome the announcement of Hon. Charles Stewart, Minister of Interior, that a Dominion-wide inventory of forest resources is to be undertaken, declared Mayor T. A. Maclean of Halifax, N.S., representative of the Canadian Pulpwood Association, here recently. Major Maclean attended the convention of the Canadian Forestry Association here last week and is making a brief stop in the capital in the interests of his organization.

"Of the nine provinces, only Nova Scotia has started a systematic inventory of forests," Major Maclean said. "Now we are promised that such an inventory will be made throughout the Dominion. It is imperative that this be done so that reforestation may be carried out in a more systematic manner and the cut of wood regulated. I am sure an inventory would permit the Dominion and Provincial Governments to so plan reforestation that a good supply of wood for industrial purposes would be available for all time and that cries of forest depletion would be heard no more."

Major Maclean discussed at length legislation which was passed in 1924 prohibiting the exportation of pulpwood cut from private lands, but which is not to be put into force unless authorized by order-in-council.

"Such legislations," he said, "would be discriminatory, inequitable and economically unsound. Next to solving the problem of unemployment and poverty, the greatest economic problem which this country has is to secure profitable markets for its surplus products. All governments are expending large sums with this object in view. That anyone should propose to block a market for such an important forest product as pulpwood which is surplus to home demands seems difficult of comprehension."



Think twice before you speak or act once, and you will speak or act more wisely for it.—Benjamin Franklin.

Establish Toronto as Atlantic Port

Norwegian-Canadian Interests Plan New Direct Service

SECURE CONTRACTS

Ships Will Ply Between Ontario Capital and Avonmouth, England

Representatives of Arne Lidemark, Norwegian ship owner, who are at present in Canada state that they have been successful in completing arrangements for the establishment of the first direct Great Lakes-United Kingdom service, to ply between Toronto and Avonmouth, England. It was announced, that the new service will be started at the opening of navigation on the St. Lawrence and that a weekly schedule will be maintained throughout the season.

Mr. Lidemark will operate the ships in conjunction with a group of Toronto business men, whose names are not divulged, but it is understood that all are exporters from the lakes. Contracts at a remunerative rate for the carriage of general and bulk cargoes have been secured, and the promoters of the new line are hoping to make a fair margin of profit in the first season of operations. Four ships have been secured, and if the service expands more ships will be added next year. Insurance rates, which are believed to be higher this year, are stated to have been settled satisfactorily.

Bigger Profits

Mr. Lidemark has been operating ships on the Great Lakes in the Port Arthur-Montreal trade for the past two years, and his experience leads him to believe that a good type of vessel, suitable both for ocean trade and the lake trade can be used which can carry cargo at a much lower rate and a bigger percentage of profit than the type of vessel at present in use on the lakes.

He explained that while the ordinary tramp steamer might be able to operate in the lakes, it was only with considerable difficulty due to constructional details and would not be profitable when the many accidents are taken into consideration.

Toronto is chosen for the terminal on the lakes because of the opportunities in that city for picking up general as well as bulk cargoes.

Canada Greets Bruce's Decision

Appointment of Australian Trade Commissioner to Dominion

Ottawa.—The announcement in the press that the Australian Government has appointed a trade commissioner to Canada has been received in commercial quarters in Canada with expressions of the keenest pleasure, declared Hon. Jas. Malcolm, Minister of Trade and Commerce, in commenting on the decision of Premier Stanley Bruce to have the Commonwealth represented in this country. "In behalf of the Department of Trade and Commerce, I can promise the closest possible co-operation in the interests of trade between Australia and Canada. For more than 25 years Canada has maintained a trade commissioner in Melbourne, and for an even longer period, a sub-office in Sydney. It is only fair to say that the maintenance of these offices has been largely responsible for the great increase of Canadian trade in the Commonwealth."

"The Canadian Government always welcomes the appointment of trade commissioners in Canada from the overseas Dominions," said Mr. Malcolm, "and in my opinion no stronger links of Empire can be forged than the appointment of such officers to assist and extend trade connections."

Market Reports

PRODUCE QUOTATIONS

Toronto wholesale dealers are paying the following prices, delivered, Toronto:

Eggs, ungraded, cases returned—Fresh extras, 43 to 44c; fresh firsts, 41c; seconds, 33c; pullet extras, 33c. Butter—Creamery solids, pasteurized, No. 1, 43 to 43½c; No. 2, 42c. Churning cream—Special, 46c; No. 1, 45c; No. 2, 42c.

PROVISION PRICES

Toronto wholesale dealers are quoting the following prices to the trade: Smoked meats—Hams, med., 29 to 21c; cooked hams, 35 to 45c; smoked rolls, 25c; breakfast bacon, 30 to 34c; do, fancy, 37 to 40c; backs, peeled, 28 to 30c; do, smoked, 30 to 40c. Cured meats—Long clear bacon, 50 to 70 lbs., \$21; 70 to 90 lbs., \$19; 90 to 100 lbs. and up, \$18; lightweight rolls, in barrels, \$11.50; heavyweight rolls, \$23.50 per bb.

Lard—Pure, tierces, 16c; tubs, 16½c; pails, 17c; prints, 18½ to 19c. Shortening, tierces, 14½c; tubs, 14½c; pails, 15½c; tins, 17½c; prints 16½c. Pork loins, 25c; New York shoulders, 17½c; pork butts, 21c; pork hams, 23½c.

GRAIN QUOTATIONS

Grain dealers on the Toronto Board of Trade are making the following quotations on car lots:

Man. wheat—No. 2 North, \$1.35½; No. 3 North, \$1.33½; No. 4 wheat, \$1.27½; No. 5 wheat, \$1.17½; No. 6 wheat, 93½c. (c.i.f. Goderich and bay ports. Price on track, 1c higher than above.)

Man. oats, No. 1 feed, 62½c; No. 2 feed, 60½c. (c.i.f. Goderich and bay ports.)

Am. corn—No. 2 yellow, kiln dried, \$1.11½; No. 3 yellow, kiln-dried, \$1.09; No. 4 yellow, kiln-dried, \$1.06. (Delivered Toronto.)

Milled del. Montreal freights, bags included—Bran, per ton, \$34.25; shorts, per ton, \$36.25; middlings, \$41.25.

Ont. oats—Good, sound, heavy oats, in car lots, 52 to 55c, f.o.b. shipping points.

Ont. good milling wheat, f.o.b. shipping points, according to freights, \$1.30 to \$1.32.

Barley—Malt, 76 to 79c.

Buckwheat—\$8 to 90c.

Rye—No. 2, \$1.05.

Man. flour—First pats, in June, \$7.70; Toronto; second pats, in June, \$7.40.

Ont. flour—Track, Montreal, car lots, 90 per cent. pats, per bbl., \$6.70.

LIVESTOCK

Heavy beef steers, choice, \$9.50 to \$9.75; butcher steers, choice, \$9.50 to \$9.75; do, fair to good, \$8.50 to \$8.75; do, common, \$7.50 to \$8; butcher heifers, choice, \$9 to \$9.25; do, fair to good, \$8.50 to \$9; do, com., \$7.50 to \$8; butchers cows, good to choice, \$7 to \$7.50; do, com. to med., \$5.50 to \$6.50; do, canners and cutters, \$4 to \$5; butcher bulls, good to choice, \$7 to \$7.50; do, com. to med., \$5 to \$6.25; do, bolognas, \$5 to \$6; baby beef, \$9 to \$12.00; feeders, choice, \$9.00; do, fair to good, \$8 to \$8.50; stockers, choice, \$8.25 to \$8.50; do, fair to good, \$7.50 to \$8.55; calves, choice, \$15 to \$16; do, med., \$10 to \$14; do, grassers, \$7.50 to \$8; springers, \$10 to \$13; milkers, \$75 to \$100; lambs, per cwt., \$14.50 to \$14.75; do, culls, per cwt., \$9 to \$13; luck lambs, \$11 to \$11.50; sheep, choice, \$7.00 to med., \$5.25 to \$6; do, culls, \$3 to \$4; hogs, selects, w.o.c., \$11.50; do, do, fed, \$11.20; do, do, f.o.b., \$10.50; do, thick smooths, w.o.c., \$11.

Final Details For Canada's Warships

Commodore Hose to Sail for Home, Having Completed Mission

London.—Commodore C. W. Hose, director of naval services of Canada, will return to the Dominion on the steamship Montclair, sailing for St. John, N.B., having concluded the final details for the two new destroyers for Canada. The contract for the vessels was signed by Hon. P. C. Larkin, Canadian High Commissioner in London, with the Thornycroft Shipbuilding & Engineering Co., this week.

The destroyers are to be laid down almost immediately at Southampton, and will be completed in two years. Meanwhile two British destroyers have been loaned to the Canadian navy for duty on the Atlantic and Pacific coasts. The new vessels are of the latest British destroyer type, of 1,330 tons, speed 37 knots, and armed with four 4.7 in and two 2-pounder guns. They are the first war vessels ever ordered by Canada.

New Zealand Butter

Victoria Colonist (Cons.): At one time Canada exported 25,000,000 lbs. of butter annually. Now she is importing that amount. It is true the change may be, in part, explained by a growth of population. It means as well that the industry has failed to keep pace with that growth even to the extent of supplying Canadian needs. The farmers in the Prairies and in the Maritimes want protection. They claim that if there were some restrictions on the entry of New Zealand butter they will be able to build up the industry at home. At a time when an effort is being made to encourage mixed farming on the Prairies the claim that the dairy industry is subjected to what is described as unfair competition deserves some consideration.

Principles last forever; but special rules pass away with the things and conditions to which they refer.—Sir John Seeley.

Crowds in Distance Show Interest Taken in Soccer



INTEREST, RECENTLY CENTERED ON FOURTH ROUND CUP TIE

Showing plenty of action in front of Mansfield's goal in the fourth round of the recent cup tie match in England between Arsenal and Mansfield.