The Railway To The Bay

The Long Hope of the West Nearing Realization --- Government Considering How Best to Provide Transportation Line for Western Produce to Tide Waters on n'Hudsos Bay.

COCCOCCCCCCCCCCC Early in the session the hon. member for Qu'Appelle (Mr. Lake) brought be-

PAGE SIX

Resolution introduced by Mr. W fore us the difficulties that were ex-. Know.es. of West Aspinibola: parienced in bringing a fuel supply to the extlers. On that occasion 'That in the opinion of this House then it is urgently necessary that the was a somewhat prolonged debate but vernment should take all 103-I am sorry to say that the unfortunate condition of affairs which we then all sible steps for the speedy construction of a railway to Hudson deplored was not nearly so serious as that which developed later. Bay.

Sir Wilfrid Laurier: "I agree THE GRAIN BLOCKADE altogether with what has been

said by my honorable friend from I desire to speak of the manner is North Toronto that the time has which this lack of transportation facilcome for the construction of this railway, and I may say to my ities affects us with regard to three Honorab e friend who has brought items in our western commerce i which we are most largely interested. this question to the attention of the House and to the members of 2 I might first call attention to the great the House, especially of my inconvenience and financial loss we have suffered in the west in the friends from the Northwest provinces, who are particularly intergrain business. This year wo ested in this matter that at this fine 'crop, 89,000,000 bushe's of wheat very moment the subject is enis the estimate of the department 89,giging the attention of the Gov-000,000 bushe's of wheat is such a ument. I am not prepared at large item, such an enormous asset this moment to make any further that no apology need bo given to tho statement than that, but I may House for bringing before it some prosay with all the authority which position which has to do with realnent the subject is engaging izing upon that great national asset. I the attention, of the Governam sorry to have to say that probabl ment. I am not prepared to say not more than 25 per cant, I think I that next week or the week afcan certainly say not more than 33 1-3 per cent of the wheat grown last seawill have an announcement to son in Saskatchewan, the province from make to the House, but I hope which I come, has yet been marketed. that before the end of the session We boasted, and I think for the mowe will have something to dement that we were parhaps too exulclare on this subject." tant over the great harvest which wo had, but when we come to realize on

that harvest we found that our hands ber 22: ware tied. I have had a great many

Ottawa, Feb. 23 .- Since the premier letters from my constituents and others announcel to the House the project for in the west in which the writers say: the construction of the Grand Trunk we have the wheat, but wo cannot get it out. I have letters from some man who Pacific project three years ago no announcement of such signal importance to the West has been made as that they are humilated as I submit no in-to the West has been made as that they are humilated as I submit no in-they are humilated as I submit no inhave 10,000 bushels but their hands are which is produced above. The people of the west have longed for the west have brought for they have brought for the matter of transportation, was people of the west have longed for the west have longed for the base been brought to the base been able to the base been

and noged for an outlet to the bay and they have brought forth from the but it has been rather an abstract hope in a future event than a kively expected as a representative of the west submit that it is only fair that I should place before the members of this House the manimously adopted. And then they proportion of a Hudson's Law rather and the mether at the meth that the matter is engaging the atten-tion of the Federal Government at pres-needs of the country that men living ceed to give the Canadian Northern ent will be grat,fying news to them; there may be able to realize the earn- Railway fits, but I shall not read the and it will not be less gratifying to ings of their toil. know that the announcement of the The danger with regard to the grain

Fremier brought proor gid and vigor- now held there-which, I think, is at THE CATTLE TRADE Office: McDougall strezt, near new ous applause from easiern as well as least two-thirds of the crop-is that There is another respect in which we western members in the House. Noth- there will be enormous loss in the scheme, said that even then it was a-most too late, so rapidly was the weat en season which would be expected from new settlers have poured into the course ing would be ter illustrate the position spring. In many cases the grain, as feet the car shortage very seriously ing would be ter illustrate the position now occupied by the West in the thought of al Canada. For cecades the grain, as question has been academically discuss-ed and dubicusly postponed until the most ardent advocates of the scheme have had little reason to expect us Wm. Short, Hon. C. W. CROS O. M. Biggar SHORT, CROSS & BIGGAR Advocates, Notaries, etc. Offices at present in Cameron Block. the grain is gone there is no further early accomplishment. But at the an-nouncement yesterday that the Govern-ment were trying to find a practical and immediate solution to the problem, the members from the Maritime prov-inces joined their conferes from the Maritime prov-inces joined their conferes from the many of them will have to keep them in use until late spring. And prairie, in making the nistoric chamber echo to the rattle of pounded desks. Western Canada is surely coming In-to her own, both in the position me ec-cuptes in the solution in the position me ec-cuptes in the as will affect conditions in the to te shipped. There were also many these bins, not for a few days or inces joined their conferes from the Maritime prov-and many of them will have to keep them in use until late spring. And weaks at great expense to the owners, weeks to the rances, while the animals had to be taken back to the rances, while the sent of the animals had to be taken weit very seriously—and when you afices of Merchants Bank ver new of Canada after May 1st, next. Edmonton, Alta. NO EASTERN PREJUDICE AGAINST Company and private funds to loan. THE ROAD. Now how is this to be done, how is (YAL COR, BOYLE & GAR LEPV, Barristers, A vocates. Notaries. Eve. Offices, Gariery Stork, Edmanton, Solicitors for the Canadian Barr of C. maerce, The Great West Life Assumatic Con-pary, Standard Long Company. Union Trass Com-pany, Standard Long Company. Union Trass Com-pany, Ato, Donth ion Life Assurance Co. Investe Life Assurance Co. the remedy to be suppied? Undoubt ealy it is the part of the railway com-panies to provide not only more railways but more rolling stock, and persuch as will affect conditions in the were snipped, were sant out in a companies of thous-west very spriously-and when you af-test conditions in the west, you affect were snipped, were sant out in a companies of thous-set conditions in the west, you affect were snipped, were sant out in a companies of thous-set conditions in the west, you affect were snipped, were sant out in a companies of thous-set conditions in the west, you affect were snipped, were sant out in a companies of thous-set conditions in the west, you affect were snipped, were sant out in a companies of thous-set conditions in the west, you affect were snipped, were sant out in a companies of thous-set conditions in the west. You affect were snipped, were sant out in a companies of thous-set conditions in the west. You affect were snipped, were sant out in a companies of thous-set conditions in the west. You affect were snipped, were sant out in a companies of the hon. genenced navigator, who accompanied an haps their efforts should be directed now Life Assurance Co. Private Fande to Loan more to acquiring new rolling stock than cupies in the national life and the haps be lost this year by the ranchers, deal in that remark of the hon. gen-that would have been saved if the that would have been saved if the position she has won in the minds of to building new lines of railway. And I Canadians from sea to sea. The question of the road to the Bay C. TAYLOR, M.A., LL.B., The question of the road to the Bay was brought up yesterday by Mr. Knowles of West Assinibola and was warmly supported by the other Lib-it members, Hon. Thomas Greenway, of Liserar Dr. Cash of Mackeria Mr. Canadians from sea to sea. J. R. BOYLE WILFRID GARIEPY, B.A., BC.L. GRIESBACH. O'CONNOR' & when the weather is severe enough to do they would perhaps have nearly all until the end of November.' ALLISON. of Lisgar, Dr. Cash, of Mackenzie, Mr. matter indeed, as it must present itself cause great mortality amorgst cattla the only party upon which you ran lay Also in the report, which I spoke of the sea and the outlet to the ma is to Advocates, Notaries, Etc. of Lisgar, Dr. Cash, of Mackenzie, Mr. Indeed, as it indeed, as it has a format and the second secon a moment ago, by Charles M. Bell, cf. be found in Hudson bay. I may say Solicitors for the Traders Bank of new country should be opened up just new. The government should see that ing the matter on the attention of the great injury will be that in the the restone control is the canadian in the the restone control is the canadian in the the restone control is the canadian is the pelle, spoke in support of the motion rying on their spring work they will had of the Canadian Factic Fallway has compelled to devote their time can anada. Offices: Garlepy Block, Jasper Avhouse that as an eastern member he ergy and thought to the marketing of thought the time had come to construct this wheat. I do not know what the nue, Edmonton. the House this Hudson bay railway be-cause it would be devoid of that, fea-lows: thought the time had come to construct this wheat. I do not know what the The Canada Life Invest in the western provinces, Manitoba, Al-Canadian Facific Railway, they can get the iong-constiered road. The speeches national lors will be resulting from of the mover of the resolution and of this lack of transportation, but I am for profit, that they are not running a Both shores of Hudson straits are beria and Saskatchewan, that the peoture. It would open a line from north ment Department to south and not create a congestion but rejeve it. It would be a funnel tions were placed on some of them, on any favor the opening of such a rai-Wilfrid Laurier are re-weed from Hansard: Sir Money to Loan lief. With regard to the matter of dis-tances, they have been placed before this nouse of the legraphic communication between this nouse of the existing anywhere; I do not be-lieve it does, but I must say that, to far as I am concerned, if I knew that they have been placed before they not no doubt, al-they for for such a senti-they for heard they way is a sentiment existed anywhere in the east, say in my own province, what course to follow in order to pase which lateral lines could find re- e evated points at either side, they way. I am not aware of such a sentiproduced from Hansard: say that just as the government are MR. KNOWLES THE FUEL QUESTION responsible when they place people in a Mr. W. E. Knowles (West Assiniboia) Let me say a word or two with redistrict for the administration of jus-Mr. Speaker, two days ago you called a motion which had stood on the order fuel question. I am happy to say er duies of a government, in that dishere. From Fort Churchill to Liver what course to follow in order to pass where it would most naturally be extrict, in the same way the Canadian paper in my name for some weeks, that the fuel trouble has been very regarding a railway to Hudson's Bay. Facific Railway Company, who has largely exaggerated. We have read in brought 144 g3 numbers of people into that district, is responsible for perall the energy with which I am capbes to Liverpool by the southern pas-sage, 2,7/8 miles, Montreal beirg 130 These dates I have given were fixed able. I agree with every sentiment which has been uttered here and these When you called the motion I asked the newspapers about what will happen Mortgages and School Debentures When you called the motion 1 asked the newspapers about what will happen to have it dropped saying that I da-sired to bring the matter before the House in another way, as I now do. I beg to move an amendment to the motion to go into committee of supply thether way saries and all that sort of thing. lurchased. W. S. ROBERTSON, forming its share in the development which has been uttered here and there miles further; from New York to Liv- when we did not have the modern chips could be no difference of interest beof the country by means of transportaerpool, 3,079 miles; 140 miles farther we have now. No doubt whatever the tween the east and the west. What is Sheriff's Office. Edmonton. ion. I say it belongs to the Canadian than from Churchin to Liverpool; from period estimated then would be longar Prince Albert which may be called the now on account of the ice-breaking de-central point in the province of Saskat-vices, with which our boats can now be Pacific Railway to provide the neces-OMER GOUIN sary transportation in the interest of the people of that country. But there But I am very glad to say that there central point in the province of Sasat-chewan, to Churchill, 650 miles; from Winnipeg the distance is about the same; from the Pas to Churchill, 450 miles; from Prince Albert to Liverpool by Churchill 3,590 miles, from Prince Albert to Liverpool by Monireal, 4,988 have made, into the subject. I would have made, into the subject. I would be a very false prophet indeed, if, in that In the opinion of this House it is was not that suffering, that facing of NEED OF DETIGES TABUEDOR.NOTATION TABLES urgently necessary that the govern-nect should take all possible steps for the speedy construction of a rallway to the shores of Hudson's from many people. The weather conis very little prospect, so far as we our special attention. YOUR PATRONAGE SOLICITED NOTE-It will pay you to write for OMER GOUIN. Morinviffe, Afta. We can supply you with an Article second to none in the market, in the line of Hams, Bacon, Lard, etc, Fresh Meat. Sausage, etc. at reasonable Patronize Home Industry and help keep the Money in hould record the most carping the most may be an advected by the last for the last few weeks or months as been most unfortunately and the set of the status of Satisfaction guaranteed or The Vogel Meat and Packing Co., Limited. in fact I am sorry to may, it musite the position of Dominion Lanis agont known throughout the whole world has excellent opportunities to learn the that for the last few weeks or months facts: Heiminck & Co. the great prairie district of Canada has been most unfortunately and dis-astrously affected by the lack of transastroughy affected by the lack of trars-portation facilities. It has been brought before the House in one man-brought before the House in one of whom have the in consequence, both in regard to passenger service. I been up there, I am led to believe that va Scolla and Cape Breton, so that the the construction of such a railway a AGENTS

about one day late. Here is another telegram sigher by ple are making history so rapidly and Deputy Minister of the Interior:

2002

would have been Liverpool and money tribute to the collers of the formation great tracts which would be suitable Many of cur people would rather con- great tracts which would be suitable tribute less. But I will say this much for mixed farming. Mr. McGinnis encars. By leaving movement of coal for the people of the west, that they tered that region early in June, and he until winter, it clashes with grain are animated by a distinctly national never saw frost until the 20th Septemand stock shipments, all of which sufficient block up any road, when you consider the travel and amount supplies required to be brought in to a ranged with grain spirit, and I have not hesitation in bringing before the House, the scheme tional scheme. It should not be look-any harm whatever to vegetation. On to a rapidly growing country . There have been sent to me sever-the benefit of the west, it is nomething He says in his report which has been to a rapidly growing country resolutions from organizations of that will benefit the east to a large ux- brought down to this House, that he various kinds. I desire to read some- tent. When the government are help- saw corn ripe and any person who has thing concerning one of them passed ing to build railways in the eastern been raised in the country knows that at a public meeting of the citizens of provinces we do not object to contrib- a cistrict in which you can raise in msden, on December 22 last. I shall uting our share to help build up the dian corn and have it become ripened not read all of it, but before read-ing part, I should like to call attention We pay our share without a grumble, try which should be suitable for gento the fact that the town of Lumedan showing that we are a truly national eral farming. is one of the old towns of Saskatche-wan. Here is the condition in Lums-icy be reciprocated by the east. You the inest natural harvors in the world. den as it is described. For several weeks ind four cle-vators at Lumsien have been com-other in the west, and the western end be in the navigation of it. 11, 13 open which grain, only five resis heavier upon us, but we bear virtually all the year round. It is a empty cars having been supplied since that arch willingly in order that we large body of water, and the difficu-November 1. That is from November 1 to Decem-

crop (nearly 300,000 bushels) is s.i.l held by the farmors, owing to lack of we are pleased to see Quebec grow, we nection with the matter. The hon. tation facilities.

resolution at this moment.

say that the Canadian Pacific Rail-way should lay no such hards to upon the people in the west. With regard to congestion, I have no facts to prove my statement that the conges-tion in the west is directly due to the my statement that the conges-tion in the west is directly due to the negligence of the company and their desire to serve the case rather man, the steef is laid, and from the Pas to the man for the man for the set is laid. west. If the people of the cast must Fort Churchill, the distance is 450 miles whole St. Lawrence sea board, including have a better railway service, why let or 500 miles at the outside. Mr. William Roche.-Will my hon. friend (Mr. Knowles) please tell me how sea-going ships. I do not know what the company give it to them, but not at the expense of the west. I might friend (Mr. Knowles) please tell me how cliate upon the rapidity with which many months of the year Hudson bay the west is growing. No matter how fast the population comes in one year, is navigable?

FEASIBILITY the next year it is much greater. For example, I may mention that the popu ation has grown so fast in the prov-ince of Saskatchewan that a redistribu-According to the best information I

EDMONTON BULLETIN, FRIDAY, MARCH 8, 1997.

can get 1 would say that on an aver- favor if they should take into conage it is navigible for four months. After leaving the Pas for forty miles a country which is growing so fast, tion is necessary under which Saskatchewan will have ten seats instead of ine proposes route passed innough a which is building itself up so fast, and helping to build up all Canada, the government should favorably and gansix, and Alberta seven seats instead of four. That is a marvellous growth, , on Canadian Facific Railway running A condition of affairs like that is not. construct a railway upon, and the lime- erously consider a proposition and re-THANKIN Business methods. In the west the prostone is very valuable for building purthe Dominion Lands agent in the effy developing so many new problems that which I heard him give before the Sen-of Calgary, and also addressing to that it is absolutely necessary for the gov¹⁹ ale committee, said that it is next 110 try to Canada is something that has

"ernment to come to their assistance" miles of railway passes through a dis- surprised everybody in the last five Deputy Minister of the Interior: forment to come to their assistance miles of railway pases indugin a dis-Calgary, Jan. 10, 1997, and to adopt means to provide better No question railway service entire-ly inadequate, smashing more cars than they are building. Hundreds of thousands of dollars worth stock would have been Liverpool and morey SIR WILFRID LAURIER.

Rt. Hon. Sir Wilfrid Laurier (Prime Minister) .- This is not the mrst time that we have heard of the opening of a railroad to Hudson bay; the proje is as old as the first settlements in the Northwest Territories. But the quis tiuon has become of more acute import ance than ever before on account cf conditions which have recently devel opel in the new provinces. As a re- J suit of these new conditions there is a congestion of trade which all the efforts of the railways nave been unable to overcome. I am not prepared, for my part, to admit that the railways

have been in any way remiss in the performance of the duties they owe the people of the new provinces. I know are building an arch, you are butting No one can gainsay that. In Figure the impression has prevailed in these provinces that the railways have been doing more for the eastern traffic than for the western, but as has been observed by. my honorable friend from North Toronto. (Mr. Foster) the condition of things which exists to lay in the

in the west, will have a favorable re- bay, but in the straits. When we come Northwest, the congestion of trade The major portion of the year's action upon the prosperity of the east. Trop (nearly 300,000 bushels) is s.1.1 We are pleased to see Ontario grow, we come to the real difficulty in conists all over the continent and especialheld by the farmors, owing to lack of we are pleased to see the maritime pro-storage space in the elevators, which are pleased to see the maritime pro-is itealf due to the lack of transpor-vinces prosper because our national anticipated that difficulty and I was know that I had occasion some fey spirit leads us to rejoice in the prosper-ity of every part of Canada. We ment ago how long the straits would

have a minimum of sectional feeling in be open. That is the real difficulty be open. That is the real difficulty onial Rallway, and I was told that the we will encounter. Of course, we with all the efforts we could make, Now, sir, what remedy can be ap- can teil that only by reports which with all the supply of cars and of mobe the condition of the west, if we re-When I say 'immediate' I think 1 am this, who, in the year 1858, wrote a f est that population has been increasjustified in using that word, and in most valued handbook on British Col- ing in far greater ratio in the west pressing this matter upon the govern- umbia and Vancouver Island, and who than in the east. The increase of pop-

remember that the hon. the Primo Hudson Bay. He has compiled the re-We has also written other treatises on u'ation in the east has been normal Minister, in his great speech, introduc-ing the Transcontinental Railway scheme, said that even then it was a -

the route that is proposed will pass maritime provinces should join hands through a country that will be a great with us. If we are to build up one nation, the people of the eastern provinces, should take the same interest in the base of the railway. Up to the interest in the people of the eastern provinces are to build up one nation, the people of the eastern provinces are to build up one than it, is in many places in Canada that subsidy, although it is a very large one. Therefore, if the subsidy, the aid which has been offered, has not been sufficient to procure the construction of the railway, I agree for my part, that the time has come when the port of Quebec and all that part we should make a new effort and provice some other means of building it. proposition the government may have in I agree altogether with what has been said by hig honorable friend from North Toronto (Mr. Foster) that the view regarding government ownership or government construction, but my heart does not incline in that direction. time has come for the construction of 1 do not know what is the intention this railway, an I may say to my nonof the government, or what they would orable friend who has brought this uestion to the attention of the House, (Mr. Knowles) and to the members of the House, especially of my friends from the Northwest, Territories who are

particularly interested in this matter that at this moment the subject is engaging the attention of the quest such as is brought before the poses. Mr. McGinnis, in the evilance this afternoon. We have commenced to ment to make any further statement which I heard him give before the Sen- grow. The value of that western countain that that; but I say this with all the ment. I am not prepared at this mothat at this moment the subject is engaging the attention of the Government. I am not prepared to say that next week or the week after or within a very short time we will have an anncement to make to the House, but I hope that before the end of the ression we will have something to declare upon this subject.

RICHELIEU HOTEL.

Third street north of Jasper (near Canadian Northern station) Board \$6.00 per weak 5 \$1.50 and \$2.00 per day N. POMERLEAU Proprietor

GRANDVIEW HOTEL.

FIRST - CLASS ACCOMMODATION. FINEST LIQUORS AND CIGARS.

H. SIGLER. Prop.

MEDICAL

H. L. MCINNIS, M.D. C.M. Member of the British and Canadiau Medical Association. Office. Fraser evenue, Hours, 1 p. m. to 4 p.m.

LEGAL:

BECK, EMERY, NEWELL & BOLTON, Advocates, Notaries, etc. N. D. Beck, K.C. Public Administrator

E. C Emery. S. E. Bolton C. F. Nevell Solicitors for the City of Edmonton, come the congestion of traffic which imperial Bank of Canada, Bank of Canada, Bank of Canada, Bank of Canada, Bank of Sank of ada, Bank of Montreal, Hudson's Bay condition of the east, a fortiori, it must Co., Canada Permanent Mortgage Cor poration, Canada, Life Assurance Company, B. C. Permanent Loan and Savngs Co., the Reliance Loan and Savings Co., the Dominion Permanent Loan The Colonial Investment and Loan

MR. FOWLER'S TYMBER DE The report then takes up chase of timber limits in B lumbia by George W. Fowler

ers, the Trust company advan-the money required. This coal

forth as reculting in a rike Fowler of \$55,000, of which sa

commissioners find that: "Fowl Foster \$2,500 and probably \$7,000

Fowler became entitled to 650 sha the capital stock of the Kamloops

ber company, formed to take ov properties purchased from Ryan

Foster had a verbal arrangement Fowler to get three hundred shar

demnifying Fowler against his obli

to pay for them to the Union Trus pany which had advanced all the r

port further says: "It seems unfor

that this dealing by the managing ter (Foster) was not disclosed to his pany until after the inquiry was

DID NOT DISCLOSE THE RAKE

the commissioners find that a large fit was made by Mr. Fowler, and

he "does not pretend to have mad

disclosures of these matters to h

cociates,, who represented the

rust company's interests." The

proceeds: "Messrs. Fowler, Irwin

McCormick also negotiated the s the Kamioops company of the Sh Single company which gave an

to Mr. Foster, as trustee at \$40,000

Peter Rvan claimed a commission

000 cn this sale and offered Mr.

helf of it." The Union Trust con

sold out their interest in the Kar

company, fortunately at a profit. I as to the transaction by which the esters' executive sold out their cor

ling interest in the Union Trust.

Since

commissioners indirectly find that

was a rake off.

After reviewing the history Ghanagan company at Enderby,

This was reduced to writing."

WHEN FOSTER GOT IN.

in their co-directors ought-not t

observation.

mencod '

LAND DEALS REVIEW Continued from Page

ter had borne in mind the dra ing of the Union Trust compan at a meeting held December 7th the case of the company's s ceiving. similar. commission would have avoided both of th actions.

WESTERN LAND DEA

The report next takes up t mation of the Great West La pany by Messrs. Rufus H. Pop W. Fowler, W. H. Bennett an Lefurgey, M. P.'s. It explains chase of 200,000 shares of lan syndicate from the C. P. R. he enterprise was financed Union Trust company. The of a minute and technical

ANOTHER "RETAINED It says that Messrs. Pope an retained. some. 6,500 acres ou 200,000 as being continguous t ticipated and projected line or none of the persons wit they were negotiating seemed been made aware that either reservations had been made. COMPANY PROVIDED THE

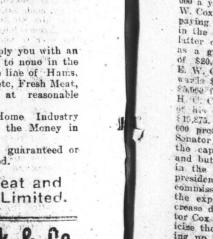
AL; BUT DID NOT THE PROFITS. The report explains upon quent transfer to the New dicate, which eventually

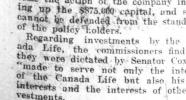
Great West Land company, which were received by Me-McGillivray and Wilson, althe this time the Union Trust comp finding the encrmous sums of in connection with these land tions. Up to the first of Janua the total advances amounted -t 602. On May 20th, 1905, the the Trust company decided to to the land company up t taking as security 6 per cent. the land company based upon mortgage upon all its property, year Mr. Stevenson, becoming at the enormous sums of mor longing to the Trust company t vested in lands in the Northwe tated in the board for an alte

of its policy, and among othe seemed to have advocated turthe advance made to the la pany into an interest-bearing gage. This involved the aband of the capital stock alloted in

of these advances. PROFITS KEPT SECRET 227 1-2 shares were divided wit ical equality between Messrs. McGillivray and Wilson., None three gentlemen concerned seen have seen any impropriety in part in the discussion at the l the Union Trust company of a q in which their interests were so opposed to these of the Trust cor Lie report adds, "It is impos-ose sight of the further circuit that in the inception of the trans whatever the intention of these men may have been their co-dir Stevenson, John Boyd and Davidson, were left under the i sion that they were putting up own funds and were not made of the fact, as to which the m are entirely silcnt from beginn end, that they were making a pe profit. The lack of proper vis the part of other members of the though explainable by their con







the second of end a second sec and have a set of the and the and the set of the set of

bishiek sound and an

