MORE PROOF OF CORRUPTION EMBARASSING IMMIGRANTS

Statement to Manitoba Free Press Special Correspondent of J. A. Ward, Who Suffered By It In South Portal—Alleges Collusion Between American Veterinary and a Livery Stable or Quarantine Keeper—Extortionate Charges and Settlers in Absolute Want.

North Portal, May 16.—During the second day I spent here studying the immigration conditions and the operations of the horse traffickers at work among the settlers en route to Canada, I was able to secure what would seem to be proof positive of collusion between an American veterinarian inspector and the gang. A brief recital of the circumstances is sufficient to give an idea of how pernicious this scheme is, and how disastrous it may be to a settler.

The victim of the gang in this case was J. A. Ward, of Rankin county, Missouri, a very wealthy rancher and stockbreeder of that state and also of Nebraska. Ward is now located on Mouse Creek, 11 miles northeast of Portal and a few miles out from Estevan, and he will endorse fully what is related hereafter.

Ward arrived at Portal, his two carloads of stock and effects were hauled directly through into the Canadian yards whereas they should have been left on the south side of the line. Included in his shipment were $2,700 worth of horses and mules all of which had been inspected by a veterinarian who was not recognized by the Canadian officers. Upon learning this, Ward, who had previously been told of the venality of Canadian inspectors, decided that he would not give them a chance at his horses, but would take them back across the line and have them inspected by a properly qualified veterinarian and then re-enter Canada. At that time he was inclined to believe that what he had been told regarding the Canadians was fully justified; out, unfortunately for him, his action threw him right into the hands and the power of the gang.

Employees Grafted on Him.

His cars were side-tracked in the Canadian yards where he dare not unload his horses, and for days he was left there helpless. He and his hired man repeatedly begged of the switchman and yard crew to return the cars to the American side where they should have been in the first place, but they paid no attention to them. For over a week this continued without any reasonable excuses being given.

Then overhearing a conversation among members of the yard crews one night in a restaurant opened their eyes to the real cause of the delay. The men were awaiting graft payment. "It was a revelation to me," said Ward, "as I had been led to believe that nothing of that kind was tolerated in Canada. However, we were desperate, as I was anxious to get up to my claim to get some spring work done if possible so I agreed to submit to it. I gave my man a dollar and he went out and gave it to a little switchman who is known as 'Shorty' and that was the open sesame alright, alright. Within an hour our cars were back at the unloading chutes in South Portal. They would have been back within fifteen minutes only for a slight mishap. Before that we had worn out about two dollars worth of shoe leather travelling up to our cars which were on the furthest siding possible, and over half a mile away." Here is proof positive of graft among the employees in the C.P.R. yards.

Fell Into The Fire.

As soon as Ward was returned to the tender mercies of his fellow-countrymen he fell among the thieves. "It takes an Odd Fellow like you and I to appreciate that," he jocularly remarked with a reference to the ritual of the Order. Ward had in his cars a span of mares—magnificent animals—which he paid $575 for just before leaving home. He also had the finest span of mules which the representative of this paper has ever seen. For these he paid $560. They had all been given a clean bill of health when he bought them, for he took precautions in this matter. However the American veterinary declared that one of the mares and one of the mules were reactors, and condemned them to go to quarantine stables forthwith. Ward protested vigorously, especially in the case of the mule, declaring that in all his experience as a breeder and a stockman extending over forty years he had never known a mule to have glanders. However, the officials decided to split the valuable team, and of course it was the better animal in each case which was marked out for isolation. Ward refused to place them in the places dignified with the names of quarantine barns on the American side, because there was no isolation, no attempt scarcely at prevention of contagion beyond a provision for individual water pails The 20 animals confined there were in little stalls tied closely together and were almost in constant contact with each other. Under these conditions Ward took the ground that if his valuable animals did not have the disease when they went in there they would contract it before they were there a week, for there were horses quartered there which were proven to have glanders and were afterwards shot. He rented a little stable near by which had a lean-to. The stable was lathed and plastered in the inside and covered with metal siding on the outside. He wished to put the two animals which had been condemned in the land to and his contacts in the stable proper, because he argued that contagion or infection to the others through such walls would be impossible. He offered to let the American inspector carry the keys all the time to assure him that every regulation of quarantine would be respected, but this was of no avail. He must take his valuable animals, worth $550, to the pest-laden stable. In vain he complained of the unreasonable injustice of this, but the only satisfaction he got was the curt order, "Put your horses where other people put theirs."

Thinks There Was an Understanding.

Ward argues there could be only one reason for this, and that is collusion between the veterinarian and the livery stable or quarantine stable owners. The latter wanted the 75 cents per head per day which he would otherwise not have got, and Ward believes the gang wanted his valuable mare and mule. With true Missouri, direct and emphatic language he taxed them with this, but they only laughed at him; and he thereupon declared that they would never get those animals neither would they shoot them, as he would take them back to Missouri first. Ward is very wealthy and is in a position to make good his threat, therefore it is beyond the power of the gang to embarrass him financially as they are doing scores of others less fortunately situated. He owned seven and a half sections of land in Central Missouri, besides a town residence in St. Joseph, and is probably worth a quarter of a million dollars.

He had originally intended to locate in Southern Alberta where he has purchased considerable land, but when he found himself indefinitely delayed at Portal he went out and bought three-quarters of a section on Mouse Creek in order to find work for his eight horses admitted to Canada. Such a policy of course is beyond the means of an ordinary settler.

This is Coarse Work.

Through the agency of Mr. Ward it was also possible to obtain further evidence of the corrupt collusion of officials with the gang. His hired man was engaged with a farmer near Portal for a few days with a team and they began to discuss conditions, and the operations of the horse-buying ring. The farmer thought he would try to purchase one or two head, as he was badly in need of animals. He went in and interviewed the inspector. The latter promptly asked him if he represented "Moyer" or "Griffith." The farmer said he represented only himself. Thereupon the veterinarian replied, "you cannot do any buying around here." The very two horses he was looking at, however, mysteriously disappeared within a short time. Men who were keeping count of the graves in the places where the horses are shot found no additional ones, and it was learned that the animals had not been shot at all, but the supposition is they had been sold to someone who did "represent Moyer or Griffith."

Met a Smuggler at Work.

Mr. Ward also declared positively that on Tuesday last, when he was returning to Portal from his farm on the Canadian side, he met a stranger driving a team of the branded horses he had seen in the quarantine stables across the border into Canada. The driver refused to give any idea as to where he had secured them or whom he represented or where he was going beyond the fact that he was going into this country. The consequence is that Canada evidently suffers mainly in the end from this criminal compact, and its real victims are the ignorant purchasers on this side of the line.

Disgraceful Quarantine Conditions.

Upon this unsavory subject little more need be said. These incidents surely establish the case as well as a dozen which could be quoted. But a word might be added to what has been said about the quarantine stables on the American side. There are two of them, one being a new barn, which was erected during the past few months and the other being simply a wing or lean-to in connection with the regular livery barn of Mr. Moyer. There were 22 head of horses confined there on the day I visited it, there being but one vacant stall so far as I could see. The manure was heaped around the doorway and apparently there was no attempt made at sanitation or to keep the horses from contact beyond a partition at the head of each stall to prevent the animals from rubbing noses together. They were tied so long that their bodies were in constant contact. Such a condition of affairs is nothing short of disgraceful especially in view of the fact that the manager of the barn was responsible for the statement that at least three of the animals had been ordered to be shot on the following day, or as soon as the owner of one of them could be communicated with. The place belied the name of quarantine. It was both unsanitary and obnoxious, and how an animal could be confined there for any length of time and not contract glanders would be surprising rather than otherwise. It is cruel to the unfortunate settlers who are forced to put animals in there which may not have glanders, but are only suspects.

A Final Grab.

Even after a horse has been condemned to be shot, this same little coterie of choice spirits have a hand out for a final grab on a really extensive scale. They have fixed the charge for shooting and burying a horse at $7, as a prevailing price, though some have secured reduced prices. In view of the fact that the equine cemetery is only about half a mile from the quarantine barns a man can make reasonable wages at that scale of prices.

Quarantine Is Costly.

All these things combine, however, to make it decidedly expensive for a settler to be detained at the boundary for a quarantine, for in addition to the loss of one or more animals which he is likely to incur, he must pay the following fixed charges per animal:

Quarantine charges (30 days at 75c per head)	$22 50
Shooting and burying condemned animal	7 00
Contacts (if in stable, 75c per head for 15 days)	11 25
C.P.R. for car demurrage, at $1 per day (Note—This is usually only for 15 day period.)	30 00
Personal expenses for board at $1 per day	30 00
	$100 75

Feed for other stock must also be purchased at the rate of $1 per bale for hay. The contact horses are sometimes placed in a pasture field kept for that purpose, but the charge there is usually 75 cents per day also. There are also many incidental expenses to be considered, and it will thus be seen that quarantine is no joke for the ordinary man going to homestead. It not infrequently entails real hardships and keen financial embarrassment which has to be borne largely in silence, for every man almost is among entire strangers.

Immigrants Reduced to Want.

I heard of a really pitiable case of this kind, and had the poor fellows pointed out to me. They had come in with a car and were not prepared for any delays and heavy expenses such as are incidental to quarantine, and were reduced to a point of absolute want. They were sleeping in their cars, of course, but were taking their meals at a little restaurant near the American customs house. They could afford to eat one meal a day, however, and had been in that unhappy position for several days. Yet they were bearing their discomfort and hunger in silence, for they had none to whom they could turn in their moments of distress. I mentioned the case to the head of the veterinarian inspection on the Canadian side, and he at once took action to assist them, and procured a job for them at the Canadian quarantine barns to assist in the sanitary regulations of disinfecting the stalls and yards. For this one of them was paid $2.50 per day.

Generous Officials.

Similar cases have come under the notice of the Canadian inspectors and immigration officials from time to time, and they have always responded with a liberality that is a credit to them in assisting financially these unfortunate men. Lists have been passed and quite substantial sums have been raised more than once this spring which must have aroused a feeling of gratitude in the hearts of the recipients.

Poor Man Fell Easy Victim.

These are the unfortunate men who fall the easiest victims to the despisable gang who take advantage of their position. To such a man an offer of $50 for a horse looks like a real bank roll and the temptation to accept it even through sacrifice is often very great—must be so—for hunger's power is strong. They are the people who must be protected, for they are not in aposition to protect themselves on the threshold of a strange land, or could anything be more exasperating than to have a gang of railway employees attempt to levy tribute on them under such circumstances?

No Conscience in Extortion.

Some of the men to whom contract or diseased horses are entrusted have absolutely no conscience in their extortionate charges levied upon immigrants. They will charge any amount they think they can collect. For instance, F. K. Morrow, whose former home was in North Dakota, in the vicinity of Grand Forks, was detained in quarantine for 15 days recently. Two of his horses were taken to the quarantine pasture kept on the outskirts of Portal by a man named McNamara with whom Morrow was slightly acquainted. He had been able to do McNamara a considerable favor some time previous, and the latter then pretended to cherish the greatest gratitude and undertook to repay it if ever the opportunity presented itself. Here was the opportunity thought Morrow, but the peculiar way McNamara manifested his gratitude would have sent Morrow to the bankrupcty court in a very short time if it had not been interrupted. The charge levied for keeping one team of horses just three days in an open pasture was just ten dollars, or slightly over $1.50 per day for each animal. And that is the way advantage is taken of the necessities of the unfortunate settlers.

Cannot Really Escape Demurrage.

In connection with the demurrage charge collected by the C.P.R. and the Soo line, it is pointed out by the railway officials that a detained settler could escape this by giving up his car immediately after going into quarantine, and having a new one spotted for him when he was released. This looks very well and reasonable until you review the circumstances, but it must be remembered that many of the settlers have much other equipment in their cars besides their horses. Some have furniture, some have cattle, in fact all of them have—and there is absolutely no place provided where these can be put in the meantime to protect them from the weather. There is no immigration hall and no other place to which the men could go for protection and shelter themselves except to the hotels and these are expensive for the ordinary homeseekers' purse. The inevitable result is that they have to keep the cars for the protection and shelter of themselves and their effects. It is a very common sight to see a row of men boiling a tea-pot near their car and eating a cold luncheon inside, as they cannot afford the luxury of a hotel fare. They are the fellows who linger out the detention period, hopeless and hungry, while the rich man can take it as part of the game and look on quietly from a comfortable room in a hotel. The erection of an immigration hall is to begin almost immediately. The plans have been prepared and the ground marked out ready for work, but in the meantime the condition of affairs is unfortunate.

Attempted Real Bunco Game.

Some interesting cases have occurred, too, where the traffickers have attemped to impose upon the man of means whom they were unable to cajole into parting with his stock. Other tactics have to be kept on tap to deal with such cases as these. Some of these are tantamount to taking money under false pretences or to pocket-picking. A case in point is that of Dr. Griffin, now of Lethbridge. He was bringing up a big bunch of horses, and down the line he was met by one of the gang and warned of the dangers of the quarantine regulations. The doctor did not seem to be very much impressed, so his interviewer ventured the opinion that every man had his price and the Canadian officials also had theirs. He added that he knew them, or something to that effect, and offered to undertake to get Dr. Griffin's band through for a lump sum of $50, provided it was paid to him in advance. The doctor, however, was wise and turned the offer down somewhat indignantly.

Many others tell of similar advances made to them, so that this is evidently part of the plan of operations, although any who put their trust in such men will assuredly be swindled out of their money.

Attempts to Bribe Canadian Officers.

Such stories have their effect, nevertheless, among the newcomers and frequently insulting offers of bribes are made to the Canadian inspectors in the hope of inducing them to pass a re-acting horse, but the charge is yet to be made and substantiated that anyone of them ever accepted such an offer. So careful are the officers to protect their reputation that they will not even allow the old caretaker of the stables and yards to accept a tip from anyone. One of the first things which is impressed upon the homeseekers is the fact that their money is no use there, and that the only charge they are expected to pay is the one of fifty cents to the customs broker. The officers are studious in their conduct to protect not only the interests of Canada, but also their personal and professional reputation; and they are succeeding admirably. Their methods of conducting and discharging their onerous and thankless duties is a credit to themselves and a credit to the country.

It is certainly refreshingly different from the experience of a man fromNorth Dakota who recently sought entrance to Canada. He had with him a band of thirteen horses which he had examined by a horse doctor practising near his former home. This man charged him $65 for the work, being $5 per head, and when the settler reached the boundary he found his certificates were not only useless, but that the examination had been imperfect and performed by an incompetent man. Glanders were detected in the herd and the man was subjected to great expense and annoyance as a result. But there are hundreds who are being preyed upon in this way by quacks, and the Canadian immigration agents should devote some special efforts to pointing out the absolute necessity of care in the selection of the veterinary to perform the inspection at home.

CUSHING AGREED SAYS RUTHERFORD

Attended the Cabinet Meetings and Gave Consent to the A.&G.W. Legislation

(Friday's Daily.)

After two days in the witness box Premier Rutherford's evidence was concluded yesterday afternoon before the Royal Commission just as the hour for adjurnment was reached. There was nothing sensational about the testimony given by the Prime Minister and he did not throw much new light upon the A. & G. W. transaction.

The cross examination of Mr. Bennett which lasted for a day and a half was largely directed towards showing that while Dr. Rutherford as chairman of the executive council was nominal minister of railways, practically the entire negotiations were conducted through the department of the attorney-general. The premier admitted that the details were in the hands of Mr. Woods, but he contended that the executive council had considered all the details before they were adopted.

During the afternoon yesterday the examination frequently took a humorous turn and there were frequent exchanges of repartee between the insurgent council and the witness.

Mr. Bennett on resuming after lunch, questioned the premier further on the cabinet meeting of October 7th. The witness again asserted positively that Cushing was in atendance and made no protest and no complaint.

"Did he not ask to see copies of the agreement and specifications in December and January?"

"Yes he did and had copies made for him."

"What did he resign for?"

"Well I think he had strong doubts as to what he resigned for himself, according to what he expressed to me and to others, and owing to his subsequent actions."

"And you mean to say that he never expressed disapproval prior to his resignation?"

"No, he never did. I was astonished at his resignation. The reason he gave was that he was not present at the meeting of October 7th."

The premier further stated that Cushing had once mentioned after October 7th that he might resign, but it was for an altogether different reason than the Waterways.

"Do you not remember Cushing coming to you and saying he had heard things about the Waterways and wished to have the facts about it?"

"No, he did not."

"Can you explain why the copies of the specifications brought down to the House and alleged to be original, called for prairie loam as ballast?"

Mistake in Typewriting.

"I can give no other explanation except that it was a mistake in typewriting."

"Did you make known to your cabinet ministers that it was necessary on October 28th to re-execute the documents?"

"No, I did not, for it was merely a re-execution of what had already been agreed upon.

"But the banks were changed and new orders in council were executed?"

"It was agreed on October 7th that the money should be placed in different banks."

"Did you really hold a cabinet meeting on the 28th?"

"No, there was none."

"You could execute orders-in-council if you wished could you not?" asked Justice Harvey.

"Yes, I have done so but only when the other members of the cabinet were absent."

Woods Negotiated.

Mr. Bennett questioned the premier closely as to who carried on the negotiations with Clarke after Feb. 25th, 1909, and October 7th of the same year. The counsel wished to make out that Woods looked after the details and this the premier admitted after repeatedly stating that all the matters were discussed time and again with the cabinet.

"You personally did not take any part in arranging the details?"

"Not till they reached the cabinet."

"Did you ask for an engineer's report on the documents signed October 7th, before they were signed?"

"No, I did not."

Didn't Know Where Terminals Were.

Dealing with the question of terminals the premier said that he had never been informed as to their proposed location in Edmonton. He had never discussed with the Waterways officials the question of terminals.

Mr. Bennett inquired why it was arranged that the A. & G. W. should be paid for every ten miles built at the rate of $20,000 a mile. The reply was that this was the precedent from Manitoba.

"Was it because the first fifty miles could be built for $8,000 or $9,000 a mile, and after this was finished the company could drop the undertaking?" Mr. Bennett asked.

"I never saw a document saying the first fifty miles could be built at eight or nine thousand a mile."

The counsel in further questioning made reference to the Hawes writ and the witness said he could give some information in reference to that and demands made by his counsel for a large sum of money.

The Hawes Papers.

"I am quite willing to give evidence on that if the commission so desires," said the premier, and Justice Scott said the matter would be left to counsel.

Mr. Bennett again referred to the meeting that the cabinet had with Clarke and Bowen in Calgary in July 1908, and questioned the premier as to whether Cushing was there. The counsel said he was advised by Cushing that the first he learned of this meeting was when he read about it in the papers on Tuesday. The premier stated however, that he was sure that Cushing was at this meeting.

Mr. Bennett asked a number of other questions in review of what he had previously referred to and concluded with the premier just at the time of adjournment.

The commission adjourned to meet again at ten o'clock on Monday.

Thursday Morning.

Mr. Bennett continued his cross-examination of Premier Rutherford all Thursday morning before Royal Commission and has not yet finished. He will be in the witness box again this afternoon and his evidence will likely last till adjournment. When the Commission rises today it will stand adjourned till next Monday morning. Sittings will then be continued through the week without interruption. The Commission will sit on Tuesday ,the 24th. The Legislature will meet on Thursday, and it is expected that the Commission's labors will be completed by the end of the week.

The Premier's evidence this morning was confined largely to answering questions with reference to the legislation and orders-in-council put through with reference to the Waterways. Mr. Bennett questioned closely as to why the A. & G. W. guarantee was for $20,000 a mile while the others were for $13,000. The premier's reply was that the road to Fort McMurray would cost more than the others and that the C.N.R. the G.T.P. or the C.P.R. could not be induced to undertake its construction.

Mr. Bennett endeavored to show that Mr. Cushing was not in attendance at the cabinet meeting of October 7th or was not cognizant of all the business then transacted, but the premier asserted positively that the ex-minister of public works was present and assented to all the business transacted. He also stated that the guarantee act, the mortgage, etc, were all read over by him at the meeting, which lasted from 11.30 to one o'clock in the forenoon.

Mr. Bennett wished to get the premier to admit that he had given his consent to the legislation which was in the hands of the attorney general's department, but Dr. Rutherford accepted all the responsibility himself. He said he had given careful consideration himself to all the details.

Mr. Bennett, in resuming his examination, questioned the premier on what he had learned of the financial standing of Clarke when he was negotiating with him for guarantee of bonds. The witness said he had seen the letters which were on Mr. Cross' files relating to Clarke's standing and had also received other letters.

The premier said, as far as he knew, the bill of incorporation of the company, introduced in the legislature in 1909, was the same as the draft considered on the 14th of November, 1908, by the cabinet. There were changes made in the guarantee act with reference to the mileage. Mr. Bennett read a memo of Clarke, which said that the premier agreed to a guarantee "not exceeding 400 miles." This, the witness said, was absolutely incorrect and was a misapprehension.

Mr. Bennett quoted from the guarantee act to the effect that if any balance remained in the banks after the road was completed the money should be paid to the company or its assigns. For example, if only 275 miles were built the company was to get the balance of the money at the rate of $20,000 a mile for the remaining 75 miles.

He asked the premier for his explanation of this and the witness replied that he did not follow Mr. Bennett's inferences from the guarantee act and mortgage.

"What we want to get at is the facts, not the inferences," remarked the premier.

"How did you differentiate between the periods of guarantee of the C.N.R. and G.T.P. and the A. & G. W.?" asked Mr. Bennett.

"The first two asked for 20 years' bonds and the A. & G. W. for 50 years. We had precedents for the fifty years' guarantee in the Dominion government guarantee of the C.N.R. for fifty years," replied the witness.

The Fixed Charges.

Mr. Bennett asked the witness why the fixed charges incurred in interest on the A. & G. W. were so much greater than on the C.N.R. and the G.T.P. The reply was that he believed there was a great future for the north and the railway would pay from the very start.

"Why was it the C.N.R., for fifty miles, to the Peace River, was guaranteed at $13,000 a mile at four per cent. and towards Fort McMurray at $20,000 at five per cent?" asked Mr. Bennett.

"Well, Mackenzie & Mann were satisfied with $13,000 for the first fifty miles, but are now asking $20,000 for the remainder. I think the road to Fort McMurray will cost much more than towards Peace River. Another reason was that we could not get the C.N.R. and G.T.P. to build towards Fort McMurray. The whole cabinet agreed on the guarantee, which we thought was a reasonable one."

C.N.R. Guarantee Only 3½ Per Cent.

Mr. Bennett read from the guarantee act of the C.N.R., west of Edmonton, for 150 miles at the rate of $20,000 ,and showed that the interest rate on this was only 3½ per cent.

"I observe that you guarantee the sidings of the A. & G. W. and you do not the sidings of the C.N.R. and G.T.P. Why?" asked Mr. Bennett.

"Well, the A. & G. W. was a colonization road and we had precedents for our action."

"Had you any petitions asking for guarantee of bonds of the A. & G. W.?"

"Various delegation called upon the government from the north country as well as from Edmonton."

"To be short, you in one case granted aid to a promoter's enterprise and in the others to roads which the country demanded?"

"I wouldn't say that."

The Capital Subscribed.

"Why did you let the A. & G. W. begin business on $50,000 paid-up capital on a capital of $7,500,000?"

"This was quite the ordinary course in many similar enterprises."

"Had you any personal interviews with Clarke or Minty during the summer of 1909?"

"As I told Mr. Johnstone yesterday, I met Clarke in Ottawa in the spring. I don't think I met him again till the fall, some time in October."

"Mr. Bennett then took up a cabinet meeting last September and questioned the witness as to whether the Crow's Nest Pass Railway specifications were then discussed. The premier said he had asked Mr. Cushing to have Stocks and Chalmers prepare a draft specification. The cabinet felt that the A. & G. W. should be at least equal to the main line of the C.N.R., and Mr. Clarke also held this view. There were general specifications and also specific ones as well, to which the contractor had to agree.

Question Creates Discussion.

"Can you tell me how, having in view the letter of D. D. Mann to Mr. Cross, that the C.N.R. was not built to the standard of the Crow's Nest Pass line, which was inferior, and having in view the fact that you intended to have a line as good as the main line of the C.N.R., that you adopted the Crow's Nest specifications?"

Here Mr. Biggar interjected the remark that Mann's letter did not say the Crow's Nest specifications were in general inferior to those to which the C.N.R. was built.

Considerable discussion followed and Mr. Bennett read the entire lengthy letter from Mr. Mann to Mr. Cross.

Mr. Biggar contended that the letter did not say what Mr. Bennett had asserted that it did.

Mr. Bennett repeated his question with some amendment. The premier replied that the cabinet thought they should very well take the standard specifications.

This answer, however, did not satisfy Justice Harvey, but the premier adhered to his answer that the Crow's Nest specifications and those of the C.N.R. were practically identical.

"With the C.N.R. and the G.T.P. you use C.N.R. standard ,and in the A. & G. W. you use the Crow's Nest. Why did you do that?" asked Justice Scott.

Mann Objected to C. P. R.

"One reason was that Mr. Mann in our discussion over his branch lines was adverse to accepting a standard of the Crows Nest which is a C.P.R road."

"Is it fair to say that the contract you signed was one prepared by the Attorney General's department"?

"Of course they were in consultation with Mr. Stocks and other members of the public works department."

"Did you read the documents yourself"?

"Yes; I read them over carefully."

"Why, on Oct. 7th, was it decided that business should all be done in one bank, the Royal, instead of three, as first arranged"?

"Mr. Clarke asked that the Royal bank be utilized. He said they paid 3 1-2 per cent. interest instead of 3 per cent. as the other banks were paying on the deposits."

"Did Mr. Cushing remain all through this meeting on Oct. 7th"?

"He did."

"And heard all the documents read"?

"Yes."

"And he remained till one o'clock when the Cabinet rose"?

"Yes, and I asked Mr. Woods to come down and explain anything that Mr. Cushing did not understand. This Mr. Woods did."

"Did it strike you as strange that a man should write a letter protesting against certain specifications and an hour after agree to them"?

"I can't account for Mr. Cushing's mind. Of course, the specifications which he forwarded were specific specifications."

Mr. Bennett then took up a visit that Mr. Clarke, Mr. Minty, the inspector and the manager of the Traders bank and others made to the Premier's residence in Strathcona on either the 7th, 8th or 9th of October for the purpose of getting the mortgage and the $7,400,000 bond signed.

The Premier could not definitely fix this date, but thought it was not the 7th.

On the 22nd these documents had to be re-executed owing to something irregular in the organization meeting of the company. Mr. Bennett was proceeding in questions on this second meeting at the provincial buildings when the court rose.

Sutton, Que., May 20.—A fire, which originated in the engine room of the veneer mill here gutted the building. The loss is estimated at $5,000, covered by insurance.

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LOST.

LOST—One Iron Grey Pony Mare, two years old, white blaze in face, black mane and tail, last seen on section 10-53-21. Any information leading to the recovery of this animal will be liberally rewarded—Address Charles Gerwin, Coppice Hall, Alberta.

STRAYED OR STOLEN—$25 REWARD—From the premises of the undersigned, one bay gelding 2 years old, stripe in forehead, a little ¾ on one side, no brand, 2 white hind feet; one dark bay gelding, 2 years old, star in forehead, broad between the eyes. Information wil be gladly received by Jos. Thelen, St. Albert, Alta.

FOR SALE.

FOR SALE—At Big Island Farm, pure bred Berkshire pigs. Address R. J. Manson, 338 6th St., Edmonton.

FOR SALE—Ten Building Lots, situated in Inglewood, Block 17, the north-west half of the block.—For further information apply D. McLeod, care McLeod Bros., Truro, N.S.

WANTED.

WANTED—A Second Class Teacher for Sunnydale S.D. 1594, duties to commence August.—Apply, stating salary and qualifications, to F. Wood, secretary-treasurer, Rivercourse, Alberta.

WANTED, TEACHER—A Protestant Teacher wanted for the Cromer S. D. No. 1684. Duties to commence in latter half of July. State qualifications and salary expected to Andrew Holmberg, Sec.-Treas. Cromer S.D. No. 1684, Viking, Alta.

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