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# The West.

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## FURTHER CASES OF GRAFT ON TRANSCONTINENTAL

### How Government Rewards Favorites By Paying Exorbitant Rents--Hon. Chas. Murphy a Small Politician--Tries to Exploit Conductor Reynolds For Political Purposes--How The Opposition Frustrated Pugsley's Attempt to Give Way Our Resources--What The French Treaty Has Done For Us.

Major Sam Sharpe, Conservative member for North Ontario, has held the floor of late in the Public Accounts Committee, and by persistent and skilful probing has uncovered some strong facts. The Laurier Government rents the Woods Building in Ottawa for \$25,770.00 a year, although the assessed value of the property is only \$110.00. For the Canadian Building occupied by the Immigration Department, the Naval Bureau and other Government offices, the annual rental is \$42,538, and the assessed value of the building is \$141,800. A third building, on Queen street, is occupied by the Railway Commission. All three were rented to the Government by Mr. J. W. Woods, but it was discovered this morning that all three have been transferred to and are owned by the Imperial Realty Co., a body corporate and politic, whose shareholders are almost as averse to publicity as the shareholders of the North Atlantic Trading Co. The trustees for 800 shares of the capital stock of this company, an Ottawa bank manager, absolutely refused to disclose the names of the owners.

When the Woods Building was rented by the Government it was partitioned and ready for occupancy. The owners claimed that \$21,251 had been expended in permanent improvements, and actually succeeded in getting the Government to pay them one-half of this amount. A still more remarkable payment was made in the case of the Canadian Building. Three elevators had been installed and all the floors had been laid long before the premises were rented by the Government. Yet the Government paid one-half of the cost of the elevators already in the building, one-half of the cost of the \$5,000 floor and one-half of the cost of other improvements, totalling \$91,981. For the three buildings, worth in the aggregate \$300,000, the Government pays in annual rent \$73,614.

### Grafting on the Transcontinental.

Herewith are given two additional examples of grafting on the National Transcontinental:

Case No. 9.—The Government engineers caused the country to pay for 29,267 yards of solid rock, 18,409 yards of loose rock, and 17,453 yards of earth, or \$43,270. Mr. Lumsden said that the proper figure should have been, solid rock, say 87 yards, loose rock, 11,228 yards, earth, 44,836 yards, working out to only 15,129. Thus the excess payment was \$28,141, or 186 per cent.

Case No. 10.—The country pays for 4,454 yards solid rock, 4,864 yards loose rock, and 6,424 yards earth, or \$10,482. The proper figures, according to the Chief Engineer, were 19 yards rock, 1,000 yards loose rock, and 14,732 yards earth, or only \$3,608. Thus the country was cheated out of 3,854, or 190 per cent.

Thus our ten cases work out thus:

- No. 1.—Proper cost, 4,420; actual cost, 14,200; overpayment, \$9,780; or 230 per cent.
- No. 2.—Proper cost, 1,735; actual cost, 7,711; overpayment, 5,976; or 344 per cent.
- No. 3.—Proper cost, 1,059; actual cost, 4,198; overpayment, 3,139; or 290 per cent.
- No. 4.—Proper cost, 1,1; actual cost, 5,857; overpayment 2,241; or 202 per cent.
- No. 5.—Proper cost, 3,440; actual cost, 11,735; overpayment, 8,295; or 241 per cent.
- No. 6.—Proper cost, 4,702; actual cost, 10,303; overpayment, 5,600; or 199 per cent.
- No. 7.—Proper cost, 7,765; actual cost, 24,928; overpayment, 17,163; or 255 per cent.
- No. 8.—Proper cost, 30,003; actual cost, \$4,771; overpayment 54,727; or 182 per cent.
- No. 9.—Proper cost, 15,128; actual cost, 43,270; overpayment 28,141; or 180 per cent.
- No. 10.—Proper cost, 3,608; actual cost, 10,462; overpayment, 6,854; or 190 per cent.

On the whole ten cases the figures are: Proper cost, \$72,468; actual cost, \$21,972; overpayment, \$144,505, or almost exactly 200 per cent. These ten pieces of work have cost exactly three times what Mr. Lumsden, the Government's own chief engineer, says was honest and right. Mr. Lumsden was dismissed for describing this as wrong.

the Long Sault power project through. The charges made by Mr. Emerson and others may be hot air and again they may contain sufficient ground work for an inquiry. Under the circumstances it would appear to be up to Parliament to get at the bottom of it, and in the interest shelve the bill for good and all.

"An innocent looking thing was this bill when first introduced. In its earlier stages it asked that the St. Lawrence Power Transmission Company be given the power to erect wires for the transmission of power on the Canadian side of the River St. Lawrence. It would, in any event, do nothing worse than enter into competition with the Hydro-electric Commission. However, a close examination of the bill uncovered the sting. The company was authorized to get its power any old place, and build its lines anywhere it wished. It would be free to expropriate the property of the Crown in Ontario, and it would have the right to build in any municipality without asking the permission of the people. These are the powers which were to be given to a foreign company, the projectors of which are unknown to even the members of Parliament, barring, of course, the Hon. William Pugsley and his select band of adherents.

Oh, yes, the Hon. William would look after the interests of the country. Canada's right would be properly safeguarded. Leave it to the Hon. William Pugsley, Minister of Public Works. The Hon. William had the plans and presumably the specifications of the St. Lawrence Power Transmission Company, which is now discovered to be one and the same thing as the St. Lawrence Power Company, the latter being an United States corporation, with powers to build a dam across the St. Lawrence for the development of electrical energy. The scheme, it is self-evident, is nothing less than a barefaced attempt to give an United States electrical trust a foothold in Ontario, and at the same time give these people an opportunity of creating in Eastern Ontario a monopoly in electrical energy.

"Yes, the Hon. William is looking after us all right. But is it not time that the tables were turned and someone looked after him?" It is to be noted in this connection that Saturday Night has lately been devoting a good deal of attention to the great politics for Murphy to give Reynolds once more, appear at such a time and place as would allow Hon. Mr. Murphy the opportunity of getting a speech off his chest. He could not in St. Patrick and Reynolds, and the mere fact that he had to obtain (from Reynolds) the Albert Medal in order that it could be presented over again (to Reynolds) was a mere detail.

"So it was that on St. Patrick's night all good Irishmen assembled at Massey Hall, Toronto, to hear the speech delivered by the Hon. Charles Murphy (printed copies of which had previously been sent out to the press. "One must feel sorry for the hero of Spanish River. With Cabinet Ministers looking about for opportunities to glorify themselves at someone else's expense, it is, I know, a difficult matter to escape. It seems a pity that a man cannot be just a plain hero. Conductor Thomas Reynolds deserved a better fate.

"Good words need no bush; the finest jewels need no gaudy setting, and men like Thomas Reynolds should not be caused upon to produce the limelight for politicians of the Murphy class."

### Saving the Long Sault.

If the Conservatives in the House of Commons had not put their whole strength into the fight, and undergone the discomforts of an all-night sitting, the Liberals headed by Mr. Pugsley, would have forced through the St. Lawrence Power Transmission Bill. The measure is not dead yet, and an attempt may be made after the Easter holiday to fight it through by the aid of the Laurier Government majority.

This is what the Toronto Saturday Night, a non-party paper, has had to say on the subject: "Mr. William Pugsley, with a few well-trained trusty followers, did their level best the other day to hand over to a United States syndicate a vast water power on the St. Lawrence river. Had they been able, Pugsley and his followers would have passed over to a group of men, whose names even are unknown to Canadians, one of the greatest assets that the country possesses.

"When asked the why and wherefore in the House of Commons, this Minister of Public Works had the impudence to not only block the inquiry, but took the high-handed position that it was none of the people's affair. He would see to it, my lords and ladies, that Canada's rights are properly safeguarded, but further than this is was no one's damn business what he did with the waterway in the Dominion.

"On top of this come the statement of the Hon. Mr. Emerson, delivered on the floor of the House of Commons, to the effect that he had been informed on good authority that a fund of two million dollars had been raised to buy enough members of Parliament to jam

## GREAT RUSH CONTINUES

### Sixty Cars a Day Pass Through Portal—Strict Test For Horses—Great Congestion of Traffic at North Portal.

Winnipeg, April 11.—Never in any part of Canada at any time have the sights been seen which are now to be witnessed daily in North Portal, Sask. At no port did so many American settlers enter the country in a single day, and the rush continues.

Yesterday three train loads, each with sixty cars of settlers' effects, passed the international boundary. In addition there are three regular daily passenger trains. On the three trains a footload of effects arriving yesterday, it was estimated that there were about 1,100 horses. In addition there were many cattle, and very large quantities of farm implements. Considerable difficulty has been caused at the point of entry owing to the fact that there is no adequate water supply at Portal. The water there is not good and a number of American farmers were in difficulties owing to a shortage. The C. P. R. is operating a special water train daily and thus supplying the needs of the travellers.

### Sixty Cars a Day.

Sixty cars per day, with approximately 250 people, is the average number now passing that point for points in the west. In March the total for the month was over 6,000, and for April it is expected that the total will be over 8,000. Portal is a favorite point of entry and railway men state that in 1911, if the season of 1910 is favorable as many Americans will enter that gateway alone as entered by all the gateways in 1909.

All the horses which are brought into Canada from the U. S. are submitted to the Melen test for glanders, unless they are provided with the chart of the Bureau of Animal Industry of the U. S. This chart is recognized by the Government of Canada, and horses certified to by this bureau are not unloaded at all at Portal. As soon as the car passes the customs it is permitted to pass the horses, which are submitted to the Melen test for 24 hours. The temperature of those which arrive at noon is taken at 1 o'clock and again at 2. At 6 o'clock the injection is made, and the temperature is taken again at 8 and 10 o'clock next day. If the result is satisfactory, the horses are passed. If not they are returned to the United States.

### Congestion at Portal.

There has been occasional congestion at Portal, an official of the C. P. R. has been called there to adjust the matter. The officials of the Canadian Government have also been constantly at work and J. Bruce Walker is there today making special enquiry with reference to this difficulty. Supplies for the stock and food for the travellers are carried on the arains. Merchants in Portal are nevertheless reaping a golden harvest from the travellers. Thirteen cars of baggage were handled at the Winnipeg depot of the C.P.R. yesterday. It is a record for this year and indicates how largely the immigration into the country from the east is. The cars on the average hold 270 people, so the total for the day would be 3,500. Only during the movement of harvest hands has as much baggage been received in any previous day by the C. P. R. in this city.

### Roosevelt for Pinchot.

Port Maurizio, April 12.—Out of a clear sky from the highest solitudes of Elba came the significant announcement today that Col. Roosevelt had accepted Pinchot's invitation to address the National Conservation League some time this coming summer after his return to America. The date has not yet been determined.

Colonel Roosevelt and Mr. Pinchot, following their rearranged plan, declined to discuss the ulterior significance of this decision. The monotonous smile with the barrier phrase, "I have nothing to say," came glibly to the lips of Pinchot after his talk with the Colonel. It can be stated, however, almost on authority, that in an address of this kind, without mentioning individuals, Colonel Roosevelt will vigorously attack the system now maintained by the present administration in its forestry developments. Without mentioning names or entering into controversies, he will undoubtedly line himself with Pinchot and leave the issue where Secretary Ballinger must squarely meet it, and indirectly President Taft must stand or fall with its dictum.

### Prohibition for Nova Scotia.

Halifax, April 12.—Premier Murray's prohibition bill was brought down in the Legislature this afternoon. It provides for province-wide temperance, except in the city of Halifax, where one license for every thousand of population will be allowed, and counties under the Scott Act already. It is similar to the Prince Edward Island Act. It is expected that the House will be dissolved and that this measure will be the main issue of the campaign.

Victoria, April 11.—Captain F. G. Tatlow, injured last Friday in the upsetting of his trap when the horse sitting at an automobile, died yesterday morning without receiving consciousness. He was a native of County Down, Ireland, and former provincial minister of finance.

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## New Weaves and New Colors



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## CONVENTION POSTPONED

### Conservatives Decide to Postpone National Convention For Few Months—Borden's Leadership Strongly Endorsed.

Ottawa, April 12.—Two Conservative gatherings of more than common interest were held here today. The first was a caucus of party members of Parliament and the second was a meeting of the committee in charge of the convention, called to decide whether the convention should be held in June or postponed.

On the ground of an appeal of the Conservative party in Nova Scotia, where a local general election is pending and which, it was understood, would be brought off in June near the date appointed by the Federal Conservative party for the convention, the committee today decided to postpone the convention, submitting the decision to a special Conservative caucus tomorrow morning.

Ten days or so ago R. L. Borden, Opposition leader, sent a request to each of the delegates appointed to represent the provinces asking his opinion as to whether the convention should be brought off in June or not, and this decision today is the result. At the caucus of Conservative members, the question of the leadership of the party was opened for discussion. Mr. Borden stayed away from the caucus as did also several of the whips. The situation was thoroughly thrashed out and it was frankly admitted that Mr. Borden's leadership had never been in doubt. Not a single voice was raised in protest.

On the other hand every member who spoke warmly endorsed Mr. Borden. The caucus broke up amid hearty cheering and the chairman, Mr. Geo. H. Perly, handed out the following official statement: "At a Conservative caucus this morning a discussion took place with regard to the extraordinary reports that have lately appeared in newspaper concerning dissensions in the Conservative party and alleged criticism of the leadership of Mr. R. L. Borden. There seems to have been no real foundation for any such reports, and the caucus unanimously passed a resolution expressing explicit confidence in Mr. Borden as leader of the Liberal-Conservative party, [and] continue to hold that position and pledged to his its allegiance and loyalty."

### SCHOOL LAND SALES.

Half a Million Acres to be Offered by Auction in May and June. Notice has been issued by W. M. Ingram, superintendent of school lands of a number of school land sales which will take place during

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### FIGHT FOR WHEAT.

#### Keen Fight Between American and Canadian Companies.

Montreal, April 9.—Grain exporters believe that Canada is on the eve of the keenest fight that has taken place in recent years between the United States and Canadian transportation routes for the grain grown in the Canadian west that still remains to be carried to the Atlantic seaboard.

Montreal grain men are awaiting with considerable interest information as to the amount of the latest cut in the rates for grain for export filed by the American trunk lines. It is not believed the rate will be less than 3 1/4c from Buffalo to New York and Boston, as it would not pay the roads to carry it for less. While Baltimore and Philadelphia exporters are making an effort to secure some of the grain for export at these ports the real struggle will, it is believed, be between Montreal and New York.

Should the Canadian lake carriers decide to bring the rate from Fort William to Montreal down to 4 1/2 cents the supremacy of the St. Lawrence route will be maintained despite cuts by the United States trunk lines. There is still to be added to the railway rate from Buffalo to the seaboard a charge of 1 1/2 cents from Fort William to Buffalo plus nine-tenths of a cent terminal charge at New York, which brings the rate by way of New York up to almost 6 cents. The terminal charge at Montreal is only half a cent for elevator service at the harbor commissioners' elevators, divided between lake and ocean carriers.

An exporter said today: "I do not believe the American roads will succeed in diverting much of the Canadian wheat, but they will take some. The situation will bear close watching for the prize is worth securing. There is more wheat in the Northwest this year than any year at this time, being not far short of 10,000,000 bushels."

American flour exporters say that the new rate places them at a greater disadvantage than ever with their British and Canadian competitors and it will not bring any wheat to American shores.

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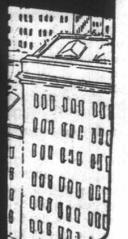
Regina, Sask.

May and June. The lands to be sold aggregate over half a million acres, and the upset prices will range from \$7 to \$15 per acre. The following are the places and dates set: Camrose, Alta., May 19; Medicine Hat, Alta., May 25; Weyburn, Sask., June 3; Arcola, Sask., June 6; Stoughton, Sask., June 8; Francis, Sask., June 10; Estevan, Sask., June 13; Esterhazy, Sask., June 17; Abernethy, Sask., June 20; Rosthern, Sask., June 23; Hanley, Sask., June 24; Saskatoon, Sask., June 27.

Indiana has required all locomotives except those used for switching purposes, to be equipped with electric headlights.



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