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NOTICE!

A Court of Inquiry will assemble at the Armouries at St. Catharines, Ontario, at 9.30 a.m., Tuesday, January 13th, to inquire into certain financial affairs of the 19th Regiment, Canadian Militia, during the time it formed part of the Welland Canal Guard.

Those persons having any knowledge of the same are invited to attend and to report to the President, Brig-General E. A. Cruikshank, with a view to giving evidence.

EUGENE FISET, Major General, Deputy Minister, Militia and Defense, Ottawa, Jan. 6th, 1920.

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\$11,911.91 is Now Unaccounted For (Continued from Page 2)

Colonel Young took the witness stand and asked him about the Bradley contract and Burleigh said he had not gone to Bradley's or spoken to Major Bradley about it. Greenwood told him he had made arrangements with Bradley's.

His recollection was that the agreement was made outside of a back shanty in the presence of a number of officers. The Bradley firm were to send in a bill for the provisions ordered by Greenwood not to exceed 75 cents per man.

Burleigh said he thought Major Moors had suggested deducting the 10 cents a day.

"Another dead man," commented the General.

"Surrounded by ghosts," was Colonel Young's observation.

Burleigh said Greenwood ran his own department and made his own purchases, so he could not say if Bradley's bill for \$653.43 for extras for August and September was included in the \$821.

He thought Major Traill was on duty only one half day—the afternoon of the first day. He did not know if he was on the pay list. He did not examine the payrolls, though he signed them.

Payrolls were produced and Major Traill's name appeared as having drawn \$155.

Letters exchanged between Burleigh and Traill were produced and it showed a cheque sent Traill for \$100.00.

Colonel Young wanted to know why Traill was paid \$100 from the regimental fund when he had drawn \$155 from the Government according to the payrolls.

Burleigh said the \$100 was sent to Traill for services at a provisional school in the armouries. He didn't think Traill had ever drawn the Government pay.

Burleigh said he thought Major Bradley was mistaken when he said he had had a conversation with him regarding the Bradley contract for the 81st rations.

Colonel Young read a copy of a letter written by Colonel Burleigh in 1915, stating that he had had a contract with Bradley and Sons to supply the 81st draft with rations at 75 cents per man, and also a letter from Colonel J. S. Campbell to Colonel Burleigh, saying that Bradley's were to keep 40 cents and return 35 cents to the regiment.

Burleigh demanded the originals of the letters in order to examine the signatures and was told they had been sent for from Ottawa.

Burleigh said he knew nothing about the letters.

\$11,911.91 Unaccounted. When the court resumed last night Colonel Burleigh's examination was continued. Colonel Young continued the questioning with reference to the 81st Battalion's quota. An account on Bradley's billheads for \$912.75 was produced on a basis of 75 cents per man. He denied ever seeing it before.

"Would you say everything that Major Bradley says is untrue?" he was asked.

"I say I have no recollection at all of this account. I am on my oath and am telling the truth to the best of my knowledge."

He said his mind was a complete blank about it all.

Asked why he had not bought a horse and rig instead of hiring one from Lt. Greenwood, Colonel Burleigh said he didn't think the war was going to last long enough to warrant it.

"Yes, I thought it a wise move because we needed it."

Asked once more about Major Traill's pay, Burleigh said, when he was shown a cheque endorsed by Traill, that the signature on the pay sheets was not in the same writing, in his opinion.

He said he could not clear the atmosphere regarding Traill's pay. Whether he got the \$155 or not he could not say.

Asked as to what sums he had deposited to the regimental funds, Burleigh said the three items \$200, \$400 and \$341 covered the whole thing.

Being questioned again regarding the 81st Battalion quota, Burleigh was positive his mind was a blank and Colonel Campbell, Major Begy, Major Bradley and Captain McKinley must have got it mixed up with Maj. Smythe's draft. He thought Colonel Campbell's investigation was into Smythe's draft. Smythe made arrangements with Bradley and Son, and he understood they were to get 40 cents per man.

He knew that the overseas quotas were being fed for 45 cents per man or less and that the paymaster was holding the balance.

and that both his and Traill's names were written by the same person as drew up the payroll.

Gen. Cruikshank figured the whole have been at least \$1,000 surplus when Captain McKinley gave up the paymastership. Captain Rothwell said these monies were never paid over to him.

"Will you say the money was paid over to anyone else?"

"I wouldn't say so."

General Cruikshank up as the whole amount which has disappeared or is unaccounted for at \$11,911.91.

Against this substantial sum are offsets consisting of the \$250 Greenwood paid for the famous auto, also various sums paid for accounts of which there are no records.

Sergt-Major Arthur Howes, W.O. C.P.A.S.C., was called with reference to a record of bills incurred by the units called out for the Welland Canal Force for items which were not authorized, but which were paid by the Department.

When the enquiry resumed this morning at the armouries, Colonel Burleigh was again put on the stand and questioned by the court. He was asked about a cheque for \$500 for recruiting purposes, which Major Traill had deposited. The cheques were from the Ontario Government.

Burleigh said he thought the recruiting expenses had been paid by Capt. McKinley before the cheque was received.

Colonel Young asked if concurrently with bills he paid, were bills sent to the Department for similar items and were repaid by the Government.

He could not remember any and was shown accounts paid by Government. Then he admitted that several bills had been paid by the Department.

Colonel Young wished to know if Burleigh realized that the stoppage of the 10 cents a day was irregular.

Burleigh said he did not know, as he had spoken to General Lessard and he approved, and he said they were doing the same thing in Toronto. He also spoke to Colonel Campbell about it.

"But did you make it plain that the full consent of all the men had not been obtained?"

"No, I thought my officers told me the truth about it and had seen the men."

"Did you realize that your pay lists were misleading when you charged for horse allowance and had no horse?"

"We always did that and put the

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Under questioning General Cruikshank, finally by allowing for money actually expended got the sum total of the unaccounted-for funds tentatively down to \$8,916.81 from the \$11,911.91 as it developed in yesterday's evidence.

Questioned about a number of women being on the pay list, Burleigh said the cooks employed as batmen and yeeks—holding a dual position.

Burleigh said he felt sure no money from the men's 10 cents was used for buying supplies for the officers' mess.

"But we know this was actually done at the Falls. There did not seem to be that nice sense of honor that we could naturally expect," remarked the General.

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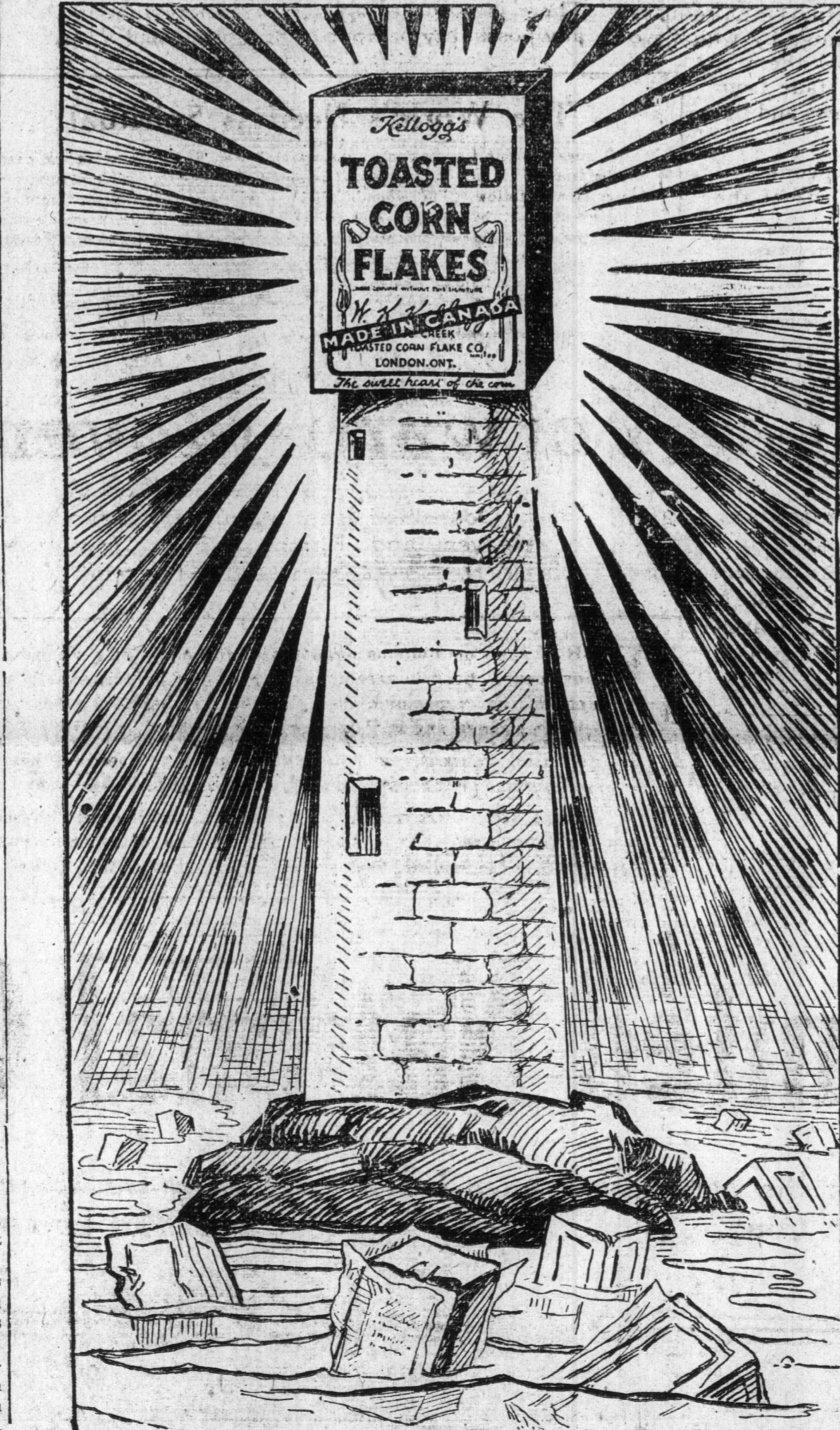
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OUR NATIONAL ECONOMIC PROBLEM.

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R. appeared recently in the Montreal Free Press. "So much of the nation's transportation machinery of the country is carrying out its obligations to the Canadian people in other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian Railways as custodians of great fortunes which cannot be expended. That bookkeeping should be as simple and inexorable in its application as it is in the case of a railway as it may be to a corn grower, is to these people utterly incomprehensible. It apparently is more important than to the Canadian public that the good reputation of the railway securities in the world should be maintained. To those, however, who understand these things clearly, it is not the matter from the standpoint of broad public interest that once apparent. The Canadian public pays a very low rate for the quality of service rendered, and the time is rapidly approaching when, if Canadian railway securities are not to be made less desirable, the shareholders of such companies will either have to go up, or down, operating costs go down, each person recognizes that it is the case the situation of the railway is an easy one that certain companies have been able to show net earnings—very low net earnings compared to the actual cash invested in the industry—but because in the eyes of the shareholders of such companies they are to be discouraged persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because the shareholders have been skilled, successful and loyal business men assisted by staffs filled with the spirit of pride and devotion to the work. This, indeed, is the quality which has made the railways of Canada's railroads to function successfully during the war without making anything like the demands that foreign roads—less efficient in service, less well managed, yet carrying the same rates and paying the same wages—have made up their paycheques. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire and railway capital is not less worthy a servant than other forms of capital whose earnings have been so consistently depressed. "The net earnings during the war years of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditure or maintenance which circumstances would have justified. Which conditions prevented during that period. These arrears have now to be made up. During the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 200,000 tons, worth 44c in 1913, Canadian Pacific laid 4,334,000 lbs. at 85c per lb. The sensational advance in the rate of railway was well known. Further advance may be necessary within the year, as indicated by discussions in the United States. The price of coal for locomotives was \$3.09 in 1913. Now it is \$4.77. The cost of hauling an average train (fresh passenger) one mile has risen to \$1,604 in 1913, to \$2,494 in 1918, is higher to-day. The operating expenses of one mile of line in 1913 were \$4,152; in 1918, \$7,046, and day they are ever greater. On the other hand, railway rates, taking classes of revenue together, have advanced scarcely 25 per cent. To be sure to say no other industry in Dominion can show such moderation."

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