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REGINA, SASKATCHEWAN, WEDNESDAY, JUNE 23, 1910

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SIX MILLIONS OF MONEY IN THE RIVER ST. LAWRENCE

Borden Deals With Notorious Quebec Bridge Scandal— No Precautions Taken to Protect Country Against Loss—Loss of Bridge Serious Blow to Transcon- tinental—The Beddoe and Johnston Appointments— Johnston One of Blockers' Brigade

The Quebec Bridge.
Mr. Borden opened his summer tour of Ontario with a successful picnic in Campellford. The main subject of Mr. Borden's speech was the Quebec bridge, upon which he spoke as follows:

"The construction of a bridge across the St. Lawrence at Quebec has been recognized by both parties for many years as a national undertaking. Sir Charles Tupper took that position in 1896, and the attitude of the Conservative party with regard to this great national work has never since varied. How has the present administration realized its responsibilities in the construction of so great a national work? Do not forget that the construction of this bridge was and is a gigantic undertaking. When completed it will be the greatest bridge in the world. Its construction involves engineering problems that hitherto have never been attempted.

"The undertaking of this great work was promoted by a company constituted of certain estimable gentlemen in Quebec engaged in professional and mercantile pursuits, few, if any of whom had any knowledge or experience in their management of so tremendous an enterprise. The nominal capital stock of this company was \$1,000,000, but until the end of 1903 only \$85,000 was actually paid up. A very considerable part of this sum was employed in paying fees to the directors who practically constituted the company. According to the answer of the government based upon the statement of the company itself the directors have received in fees \$49,001, of which \$24,250 went to Mr. Parent, the president. The secretary received \$16,890, and the engineer \$46,150, making a total of \$111,041, and the greater part of this was paid while the actual paid up capital of the company amounted to \$85,000.

"The company had a promise of the following subsidies: From the province of Quebec, \$300,000, and from the city of Quebec, \$300,000, and from the Dominion of Canada, \$1,000,000. In the closing days of the session of 1903 the government introduced and rushed through Parliament a measure by which Canada guaranteed the bonds of this company for \$6,673,300. The Act made it essential that the company should increase its paid up capital stock by \$2,000,000. There was a good deal of juggling with regard to this and it is doubtful to say the least whether this condition was ever complied with.

"Parliament certainly then understood that as the country was committing itself to so enormous an aid toward the enterprise the government would accept every responsibility as to the character and efficiency of the construction.

"The government itself had entertained this view because before submitting the measure to Parliament they had passed an Order in Council on 21st July, 1903, authorizing the proper officials to obtain the best expert advice in respect to the plans upon which the bridge was being constructed. This had been done at the request of Mr. Schreiber, chief engineer of the Departments of Railways and Canals, who was unwilling to accept personally so tremendous an engineering responsibility as was involved in this undertaking. Objection to this was made by Mr. Cooper the consulting engineer of the Quebec Bridge Co., who considered that such a course would constitute a reflection upon him and would interfere with his authority and status. The government weakly receded from its wise determination to secure further expert advice. They claim that this change of attitude was assented to and approved by Mr. Schreiber, but I am not aware that any written opinion or report of Mr. Schreiber to that effect has ever been produced.

"The report of the Royal Commission which investigated the whole matter makes it perfectly clear that if the government had not been so weak and foolish as to listen to Mr. Cooper's objection the fundamental defects in the plans would have been discovered and more than \$6,000,000 would have been saved to the people of this country. It must also be borne in mind that an able engineer of the Department of Railways and Canals, Mr. Douglas, had carefully considered the plans of the bridge when first submitted to the Department of Railways and Canals and had pronounced them unsafe. Early in August, 1907, alarm-

ing conditions made themselves manifest in the work of construction. There was no one capable of comprehending their significance. One sentence from the report of the Royal Commission upon the disaster may be noted: 'On that day (August 27th) the greatest bridge in the world was being built without there being a single bridge man within reach who by experience, knowledge and ability was competent to deal with the crisis.'

"What was the result? On the 29th of August, 1907, the superstructure of the bridge fell and carried with it to the bottom of the river some eight lives lost through most deplorable negligence and incompetence. The bridge remained intact and uninjured but it now transpires that they are too light, and one of them must be rebuilt so as to bear the weight of the new superstructure which will be nearly twice as strong and heavy as that which fell. In other words the original piers were quite sufficient for a bridge designed to fall, but entirely inadequate for a bridge intended to stand.

"Then consider for a moment the outcome. The government has incurred and passed through Parliament a measure by which it has taken over the entire undertaking, thus accepting the course, after a loss of \$6,000,000, that should have been taken at first.

"It has, however, treated the Quebec Bridge Co. most generously. It has paid the shareholders the total amount of their paid up stock together with a bonus of 10 per cent. and interest on the money from the time it was paid in. The company was so weak financially that it was unable to pay interest on its indebtedness to its bankers. This interest was added to the principal at quarterly periods and the government in taking over the undertaking generously paid out for the company more than \$75,000 for interest on overdue interest. The president of the company evidently devoted more attention to directors' fees than to interest charges. So that the government have treated the shareholders of the Quebec Bridge Co. very handsomely.

"But in what position does the government find itself in endeavoring to recover the whole or some part of the \$6,000,000 which has been lost. It was supposed that the contract had been made with an enormously wealthy and powerful corporation, the Phoenix Bridge Co., but that recourse could be had against that company for the defective plans and that a very considerable proportion of the loss to the country could in this way be made good. But the Minister of Railways has very frankly explained that no such desirable position prevails. The Quebec Bridge Co. entered into a contract not with the great Phoenix Bridge Co., which naturally desired to avoid any responsibility in connection with so great an undertaking, but with a company apparently incorporated for the purpose, having a capital of only \$50,000.

"Look over the record of any government in the world and find if you can an example of such utter folly. The government of Canada was pledged to this work as a national undertaking; it provided in the first place a subsidy of \$1,000,000 and afterwards it guaranteed the bonds of the company for nearly \$7,000,000. Yet the Bridge Company with its capital stock of \$85,000 was permitted to manage the construction of this work without the supervision or control of the plans of the greatest bridge in the world was left to the uncontrolled discretion of the company and its engineer for fear of wounding Mr. Cooper's feelings; and the company was permitted to make this contract involving many millions of dollars with the result that the country has absolutely no recourse against any person or any corporation for the \$6,000,000 worth of property which has been destroyed. It is true that the Quebec Bridge Co. did obtain a bond for \$100,000 from some guarantee company as an absurdly small security for the performance of the work involving more than \$6,000,000. It transpires, however, that this amount, relatively trifling to the loss is not likely to be recovered. The guarantee bond required a certain notice to be given by the Quebec Bridge Co. within a certain period. Between the company and the government it appears that the giving of this notice was overlooked, and the guarantee company refuses payment on that ground.

C. P. R. APPOINTMENTS.

New Officials for the Re-Arranged Western Mileage.

Winnipeg, June 27.—The following Canadian Pacific new appointments in connection with the re-arrangement of western mileage are announced to-day:

J. J. Scully, superintendent at Moose Jaw, appointed general superintendent of the new Saskatchewan division with headquarters at Moose Jaw.

J. M. Cameron, trainmaster at Vancouver, succeeds as superintendent at Moose Jaw.

T. Martin, assistant engineer at Moose Jaw, appointed assistant divisional engineer.

A. T. Short, district master mechanic at Cranbrook, B.C., appointed master mechanic of the new division at Moose Jaw.

M. R. Smart, despatcher at Moose Jaw, appointed car service agent of the new division there.

Coronation Oath.

London, June 28.—Premier Asquith has introduced in the House of Commons the promised bill altering the form of the religious declaration required of the sovereign upon his coronation. In the proposed text the doctrine of the Roman Catholic church is not stipulated out for repudiation, but it is simply affirmed that the sovereign is a faithful Protestant. The paragraphs are made to read as follows: "I do solemnly and sincerely, in the presence of God, profess, testify and declare that I am a faithful member of the Protestant church as by law established in England, and I shall accord to the true intent of the enactments which secured Protestant ascendancy to the throne of my realm and maintain the said enactments to the best of my powers and according to law."

COMPANY ACCEPTS

Finding of Conciliation Board, But Trainmen Reject It— A Big Strike Will Probably Be the Result

Montreal, June 25.—A critical stage has been reached in the negotiations between the Canadian Pacific trainmen and the company regarding the demand of the former's increase of pay. What practically amounts to ultimatums were issued today by either side, and unless one or the other recede from their present position there is every indication that they will come to grips within a very short time.

The company take the stand that it has accepted the finding of the board of conciliation and will stand by it. The men will not accept the decision, but demand the adoption by the company of the standard rate of pay for the territory or group of rail ways in which the C. P. R. and Grand Trunk are included, and say if the companies will not grant this they are prepared to fight at very short notice. A letter was yesterday sent by Mr. J. W. Leonard, who is handling the situation for the Canadian Pacific, to the union officials, stating that the company had accepted the finding of the board, and was prepared to stand by it, although they regarded it as excessive. This was immediately responded to by the union representatives, who sent to Mr. Leonard a practical ultimatum to the effect that they still demanded the standard territory rate of pay and would not recede one inch from that position. No answer has as yet been received by the men from Mr. Leonard, but the latter yesterday afternoon gave out a statement which amounts to practical rejection of the men's demands, he declaring that the company had spoken its last word on the matter, and was prepared to stand pat.

NO WHITE SLAVE TRADE.

Grand Jury Find No Evidence of Or- ganized Traffic.

New York, June 28.—"We have found no evidence of the existence in the county of New York of any organization or organizations engaged in the traffic of women for immoral purposes. We have not found evidence of any organized traffic in women for immoral purposes? This was the opening of the presentation made by the special grand jury of which John D. Rockefeller, Jr., is foreman, which has been investigating white slave conditions in this city. The presentation was handed up several days ago, but not filed by Judge O'Sullivan of general sessions until today. The presentation strongly denounces those who profit from unlawful practices of unfortunate women.

Moving picture shows are sharply criticized and condemned in the presentation which speaks of children found 125 messages and manuring parlors to be nothing more or less than disorderly houses, where manuring, is advertised or performed as a subterfuge. In relation to the consorts of dissolute women the presentation recommends that there be formed a crusade against them and that legislation be effected looking towards their extermination. It also suggests that laws be framed to control the operation of massage and manure establishments. A supervision of these parlors by the board of health is recommended.

Big Loss From Fires.

Fort Francis, June 24.—Unless heavy rains come soon, the loss caused by forest fires will be largely augmented. At Mine Centre, Ste. Eprock, Bears Pass and other points fires are doing lots of damage, lines owned by Rat Portage Lumber Company, Rainy Lake Company, Sherwin Meathu Company and others being fire-swept. At Mine Centre a saw mill recently acquired by McKenzie and Mann from Graham and Horne, was only saved by the exertions of hundreds and while it is hoped to save it, it is still in peril. The fire rangers are totally inadequate and there are but two part-timed fire sixties along the railway and the evidence of fires shows that most strenuous measures are needed to protect the lumber. A large force of men is working to prevent the spread of the flames, but hitherto without much success. McArthur's Mill at Steep Rock Lake burned, mill and yards being a total loss.

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ROBBED PASSENGERS

Another Holdup of Train in United States by Bandits— Passengers Relieved of Money and Jewelry—Express Com- pany Escapes

Ogden, Utah, June 25.—Further details of the robbery show that three masked bandits held up the second section of the Oregon Short Line train No. 1, northbound, which left Ogden at 10.30 in the morning at Second St. in the northern part of the city. All the passengers in the train were relieved of their valuables and the express messenger was compelled to deliver the contents of the safe. The exact amount the robbers obtained has not been reported. Two passengers and two trainmen were injured. The robbers stopped the train by placing torpedoes on the track. When the engineer brought the train to a stop the head brakeman went forward to see the cause of the delay and was struck with a revolver by one of the robbers. He was then taken to the point of a pistol to the express car and compelled to call to the express messenger to open the door. As soon as the door was opened one of the bandits crawled in and commanded the messenger to open the safe. After rifling the safe the robbers turned their attention to the coaches rear brakeman N. B. Franklin was met as he was on his way forward. The bandits commanded him to halt, but he disregarded the order and shot was fired at him. He then knocked one of the bandits rolled into a ditch where he feigned unconsciousness. After seeing that he was not watched he jumped up and ran three blocks to the home of the deputy sheriff, John Hutchins. The deputy hurried to the scene, arriving just as the train pulled out. The train robbers went through each coach with a deliberation and calmness that showed they were no novices at the game. When Conductor H. L. Williams left the train he was stopped by one of the robbers and ordered back into the coach. While one of the desperadoes stood guard over the engineer the other two with drawn revolvers went through the train and ordered each passenger to hand over his valuables. Mrs. J. H. Ball's diamond earrings were torn from her ears. A foreigner, whose name has not been learned, was assaulted by the robbers. The man did not understand what was going on and was beaten with the butt of a revolver. After the train had been robbed the bandits fired their pistols to terrify the passengers. They then got into a buggy and hurried away. Sheriff Wilson organized a small posse and started in pursuit. There were nearly 100 passengers on the train, nearly every one of whom lost something.

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THE COST OF LIVING

Republican Members of Congress Present a Report on Important Subject—Democ- rats Will Present Minority Report

Washington, June 26.—What has caused the great increase in the cost of living from 1890 to 1910 has been answered by the special committee of the senate. The majority report of that committee or the report of the Republican members, was submitted to the senate and enumerated a large number of causes; but the Democratic minority will soon file another report which it is expected will differ radically.

The majority found that of the many causes contributing to the advance in prices, the following were most marked:

- Increased cost of production of farm products by reason of higher values and higher wages.
- Increased demand for farm products and food.
- Shifting of population from food producing to food-consuming occupations and localities.
- Immigration in food-consuming localities.
- Reduced fertility of land, resulting in lower average production or increased expenditures for fertilization.
- Increased banking facilities in agricultural localities, which enables farmers to hold their crops and sell them to the best advantage. It was found that this not only steadied prices, but had a tendency to increase them.
- Reduced supply convenient to transportation facilities for such commodities as timber.
- Cold storage plants which result in prices of certain commodities with the season, but by enabling wholesale buyers to buy and sell to the best possible advantage, tend to advance prices.
- Advance cost of distribution.
- Organizations of producers or of dealers.
- Advertising.
- Increased money supply.
- Overcapitalization.
- Higher standard of living.

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The Crop of 1910.

Most of the countries of Europe have not yet completed their estimates of the wheat crop of 1910. However, a cablegram has just been received from the International Institute of Agriculture giving the reports for Hungary and Italy.

In Hungary, the estimated yield of wheat for 1910 is 357,142,794 bushels, compared with 125,365,287 bushels in 1909 and a ten-year average of 162,274,491 bushels.

In Italy 11,607,000 acres are sown to wheat this year compared with a ten-year average of 12,537,331 acres.