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 Winter Apples
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 better and Fowl;
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NOTIFY THE COMMISSION

That C.P.R. Are Delaying Work on Depot — City Council Claim That Company's Delay is Not Necessary.

The following letter has been sent to the railway commission and voices the city's protest against the delay in the Union Depot matter:

Regina, March 20, 1910.
 A. D. Cartwright, Esq.,
 Secy. Board of Railway Commis-
 sioners, Ottawa:

"Your letter of the 14th inst., ad-
 dressed to the city clerk was brought
 to the attention of the city council
 at a meeting thereof held last even-
 ing. In your letter you state under
 instructions of the Board that the
 Canadian Pacific Railway is carrying
 on negotiations with the Canadian
 Northern Railway Company, with a
 view to an arrangement being arrived
 at for use of a portion of the C. P. R.
 terminals at Regina by the C. N. R.
 Co., that this matter is bound up with
 the union station question and that
 the C. P. R. Company has made ap-
 plication to the Board to have the
 time for filing plans extended three
 months with a view to having the
 matter settled."

"You further state under direc-
 tions as aforesaid that this request
 is reasonable to the board and that if
 no objections are made by the city
 of Regina to the matter the extension of
 time will be granted."

"I am authorized by the city coun-
 cil to enter a most emphatic objec-
 tion against the granting of the re-
 quest of the C. P. R. Co. for further
 extension of time and I would point
 out that there are considerations
 which make this request seem unrea-
 sonable to the city council. In the
 first place I would point out that the
 question of a union station at Regina
 is one that has been under considera-
 tion for between two and three years.
 The present railway station at Re-
 gina is altogether inadequate to meet
 the requirements of passenger traffic
 of the city, and in the opinion of Mr.
 Justice Macbee and Mr. Commissioner
 McLean, expressed at the meeting of
 the board held here in February, 1909,
 there was urgent necessity for better
 passenger facilities at Regina. The
 assistant chief commissioner also at
 the meeting of the board held here on
 November 8, 1909, expressed the opin-
 ion that the board would be quite
 justified in ordering the C. P. R. to
 put up a better station."

"Secondly, I would point out that
 the question of a subway at Broad
 Street in this city or at some other
 street further east, is held in abeyance
 until the question of a union station
 is disposed of. At the meeting of the
 board held at this city in Feb., 1909,
 application was made to the board for
 an order that two subways be con-
 structed, one at Albert Street, and
 one at Broad Street. An order passed
 for the construction of a subway at
 Albert Street, but as the C. P. R. urged
 that the construction of a subway at
 Broad Street might interfere with
 their plans for a union station, the
 further consideration of a subway at
 Broad Street was held over until the
 union station question could be dis-
 posed of. A subway at Broad Street
 or some other street further east is
 urgently required and the city council
 strongly objects to any further delay
 in the settlement of the union station
 question, as such a delay would also
 cause a delay in the consideration of
 the question of a subway on Broad
 Street."

"I may further point out that the
 city of Regina is at present consider-
 ing the granting of a franchise to a
 company for the construction of a
 street railway in the city, and this
 renders still more urgent the necessity
 of disposing of the question of the
 Broad Street subway, which, as I have
 already stated, is dependent on the
 prior settlement of the union station
 question. The city further notes that
 your letter states that the C. P. R. Co.
 is carrying on negotiations with the
 C. N. R. Co. with a view to an ar-
 rangement being arrived at for the use
 of a portion of the C. P. R. terminals
 at Regina by the C. N. R. Co., and the
 council call your attention to the fact
 that it offered the strip of land known
 as Stanley Park and adjoining the C.
 P. R. passenger station at Regina to
 the C. P. R. Co. on condition that
 the company build a union station and
 provide passenger facilities and
 freight sheds accommodation if neces-
 sary, for the C. N. R. and G. T. P.,
 and one other railway coming into Re-
 gina. The letter containing this offer
 is quoted at page 15087 of the record
 of the meeting at Regina on Nov. 8,
 1909, to consider the question of a
 union station here."

"The council is in receipt of infor-
 mation from what it regards as reliable
 authority that the C. P. R. Co. is not
 at all friendly toward the G. T. P. Co.,
 but on the contrary is hampering the
 latter in its endeavor to obtain suit-
 able entry into and accommodation at
 Regina and unless the union station
 question is satisfactorily settled with-
 out further delay the city council will
 feel justified in withdrawing the said
 offer to convey Stanley Park to the
 C. P. R. Co., and will make with the
 G. T. P. Co., or terminal company such
 arrangements as to it may seem desir-
 able."

"I would further point out that the
 granting of a three months further ex-

THE CLAIM OF HAWES

Statement Made of Claim Presented to Cornwall — Lawyer Says That it is Bona Fide — Writ Issued.

Toronto, March 31.—N. F. David-
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 made the following statement of Al-
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 Waterways Railway and others: "The
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Davidson stated that he had al-
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MONK WILL WITHDRAW

Conservative Leader From Quebec Will Ally Himself With Bourassa — It Was Monk or Borden.

Ottawa, March 29. — Despatches
 have gone out to different parts of the
 country dealing with the internal af-
 fairs. There is something behind all these
 statements, but perhaps the exact
 facts are not generally understood.
 It is true that Mr. Monk and his fol-
 lowers have demanded the removal
 of Mr. Borden from the leadership of
 the Conservative party. Ever since
 leadership Mr. Monk has been re-
 less and dissatisfied. There are those
 who say that he has never been loyal.
 In Quebec his leadership was hardly
 taken seriously. Even most Conserva-
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 no gifts of leadership, no personal
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 fight a battle.

Mr. Monk's Ambitions.
 The present situation arises particu-
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 the Government to organize a navy.
 Mr. Monk thought that by selling his
 coat tails of Mr. Bourassa he might
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 the prejudices rather than to the patri-
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 This left Mr. Monk in a more hope-
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 Montreal, April 1. — Seventeen
 special trains from Halifax and St.
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MINERS ARE NOW IDLE

Strike May Not Be Settled For Long Time — Miners Have Many Demands — Settlement Will Be Difficult.

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 every indication that the great strike
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BORDEN AT HALIFAX

Tells of the Difference Between English and French Conservatives — The Lumsden Charges.

Halifax, N.S., March 29.—The chief,
 if not the only difference of opinion
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Will Split Government
 As for the Lumsden charges, Mr.
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"In spite of the failure of the in-
 vestigation to uncover the real state
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 of the Conservatives, a number
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 house of commons by Conservatives,"
 he said.

"According to these returns common
 earth excavation, contracted for at 30
 cents per yard, had been converted
 into loose rock" at 60 cents or solid
 rock at \$1.60.

Table Tells Truth
 "The following comparative table,
 compiled from these returns, shows
 the truth of my assertions:

Sec.	Estimates	Cost.	P.C.
1	\$ 531,445.45	\$ 709,811.30	94.3
5	1,010,567.13	1,425,176.28	73.1
2	2,250,298.30	5,276,497.00	87.7
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"Either," concluded Mr. Borden,
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Naval Question
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