

# The West

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WEDNESDAY, JUNE 1, 1910.

### NO CONFIDENCE.

Weyburn people have little confidence in the power of the Scott government in dealing with the G. T. P. The Review sizes up the situation in this manner: "Chamberlain took the stand that if the Government refused to guarantee these bonds, the line would be abandoned and the G. T. P. would not enter southern Saskatchewan at all. At this Scott & Co. wrote, and thus the mighty Chamberlain finds he has to hold up his hoop and bid the Saskatchewan Government jump through it. And they jump!

"The excuse given for the action on the part of the Government is, that to refuse the guarantee would hurt the credit of the province. How this can be the case is not known. It had not previously been made public that the G. T. P. had any promise that the bonds would be guaranteed until the route had been laid out and approved by the Government. Mr. Chamberlain promises to build a line through Weyburn from the Regina branch southwest to the boundary line to connect with the Hill system at Seoby, Mont.

"The end of the long-drawn-out fight for the G. T. P. is reached at last, and can be told in two words—'we lose.' About the only satisfaction in this is that the uncertainty is over."

The Herald, the Government organ, has continually preached the power of Scott and his "ultimatum," but the exhibition of weakness on the part of the premier has shaken its confidence in the promises of the Government and its masters, Chamberlain and Hayes, and receives the new railway scheme very dubiously. It says:

"There are many, however, and the Herald counts itself among the number, who are indisposed to place much confidence in verbal promises of G. T. P. officials after the lamentable experience of the Weyburn deputation which met Mr. Hays. It would be more gratifying and assuring if the G. T. P. were bound by the Government of this province to a written agreement to build this line as soon as a charter can be obtained for it, which need not be any later than next session of parliament, and this should be done before any guarantee of bonds is signed for the line from Regina to North Portal.

"Premier Scott may be satisfied with the verbal assurances given him by Mr. Chamberlain on behalf of the G. T. P. company in Regina on Monday last that this line will be built as quickly as circumstances permit. The Herald can only express the hope that the premier will find that his confidence has not been misplaced for assuredly upon his head will fall the responsibility should the G. T. P. fail to carry out its promise born only from an emergency."

### MR. PUGSLEY.

Mr. Pugsley has been banqueted by the machine Liberals of Toronto. This is the gentleman who has been making lavish promises regarding canal and river navigation in the West. Mr. Pugsley's common designation, where best known, is "Slippery Bill." This name and the redemption of promises do not harmonize. His political career has been the most tortuous and contemptible in the history of Canadian public life and his visit to Toronto was seized by the Toronto News as a fitting opportunity to present a history of this slip-

pery politician to the Ontario electorate, and it is an interesting one.

"Mr. Pugsley's life as a politician has been full of incident. As a lawyer he had attained an excellent professional standing when in the '80's he ran for Kings as an Independent. In Federal politics he was generally known as a supporter of Sir John Macdonald. In 1895 Mr. Foster was invited to run in Kings, N.B. He declined the invitation, and successfully recommended Mr. Pugsley as a candidate. But after a brief, but busy, campaign, Mr. Pugsley retired without facing the electors.

### In Provincial Politics.

"Since 1896, when the Liberals came into power, Mr. Pugsley has been a Liberal. For fifteen years the present Minister served the Crown in New Brunswick. As Attorney-General, and as Treasurer, he was, naturally, entitled to the Premiership when Mr. Tweedie resigned in 1907. After a few months in office he was called to Ottawa, as Minister of Public Works. After the success of Mr. Hazen and the Opposition in New Brunswick peculiar facts concerning Mr. Pugsley became known. For example, proof was submitted to the effect that while in office his salary was constantly overdrawn by thousands of dollars, and this fact was concealed from the Legislature by the maintenance of a Suspense Account. At one time Mr. Pugsley owed the Province \$7,000. He paid no interest on these advances. When he went to Ottawa he was still \$2,000 in debt to the Provincial Treasury, and the money was not paid until after the success of Mr. Hazen's campaign.

### Facing the Mayes Charges.

"Not an auspicious entry into Parliament for Mr. Pugsley! The Mayes charges came next. It was charged under affidavit that, through the influence of Mr. Pugsley, Mayes, a dredging contractor, had paid to George McAvity, the head of the Liberal organization, a rake-off of \$35,933 obtained by raising the price of a Government contract from 50c to 55c a cubic yard. It was proved by the original agreement between Mayes and McAvity that the latter had not invested one cent in the dredging business. The money had been filched from the Federal Treasury. Mr. Pugsley, as Minister of Public Works, declined to enter suit against McAvity for the recovery of this stolen money. He persisted in asserting that the affidavit of Mayes was false—even when it was proved true by documentary evidence that an ordinary man would not have the hardihood to deny.

### The Central Railway Loses.

"Then came the Central Railway disclosures. When Mr. Hazen entered office he appointed Judge Landry and two other men of reputation in the Province a Royal Commission to inquire into the expenditure on the Central Railway of New Brunswick. There were rumors of malfeasance. The Commissioners found, after an exhaustive search, that nearly \$1,000,000 of Provincial funds had gone into this enterprise through the New Brunswick Coal and Railway Company. Of this company Mr. Pugsley and Mr. Tweedie were the active members. Other directors and officers counted for nothing. At the same time Mr. Pugsley and Mr. Tweedie were Ministers of the Crown. The company—Mr. Pugsley—got all the money it needed from the Government—Mr. Pugsley—and more than one false statement was made to the Legislature by Mr. Pugsley to secure the votes. The company built fifteen miles of railway. By careful and untiring investigation the Commission discovered that more than \$134,000 had absolutely disappeared. Mr. Pugsley was the man at both ends. He started the money flowing from the Treasury. He received it, and spent it for

the company. He told the Commissioners he did not remember! And he asserted that he had never kept books.

### Mr. Pugsley's Defence.

"The case was brought up in Parliament, though some Liberals took the extraordinary position that, because it was a Provincial affair, it should not be discussed. Mr. Crothers made the argument, and Mr. Pugsley replied in a defence that was a marvel of "oratory." The News said at the time: 'For bald misstatement, baseless accusation and tenuous sophistry, it stands alone in the annals of Parliamentary debating.' That opinion has not been modified by time. If anything, it is stronger than ever. Mr. Pugsley went out of his way to attack Judge Landry as a partisan. The French papers of New Brunswick replied with some heat, intimating that the Judge was honorable and fair-minded, and that Mr. Pugsley was an unprincipled man. As for the speech Mr. Crockett tore it to ribbons, and Mr. Pugsley would not stay in the House to answer the questions prepared for him. The resolution of want of confidence was defeated by a narrow majority of twenty-seven. Yet Sir Wilfrid Laurier, in the blindness of partisanship gone mad, said he was prouder than ever of his Minister.

"Saskatchewan has no control of rates. The company agrees not to appeal railway rates to the Railway Commission, but to accept the decision of B. C. judges. Saskatchewan, having no control of rates, has no such provision. The C. N. R. has indemnified the government of B. C. against all payments and loss whatsoever. Saskatchewan has no such indemnification. The C. N. R. deposited with the B. C. government a bond of half a million for construction and operation of lines. Saskatchewan has no such security. The C. N. R. agrees not to sell, lease or dispose of lines aided without the consent of B. C. government. Saskatchewan has not such agreement.

### The Sawdust Wharf.

"Since that time Mr. Pugsley has been arraigned for his complicity in the purchase by the Government of a sawdust wharf, worth \$700 for the sum of \$5,000. Of this sum a good part, it is alleged, went to the party fund in New Brunswick. Certainly the Treasury was robbed. It is generally admitted even by Liberals in Ottawa that the Minister well deserves the name he won in the politics of New Brunswick. 'Slippery Bill' is not an ornamental phrase, but it is wonderfully expressive. It tells of a total lack of moral principle in politics. It reeks of campaign funds, and arrangements, and rake-offs. When a man wins in so signal a manner the hearty distrust of his neighbors, he can scarcely expect from strangers in other Provinces whole-hearted loyalty and trust."

### THE RAILWAY POLICY.

The people of Saskatchewan are beginning to realize the disastrous bargain made by the Scott Government with the C. N. R. and G.T.P. The Government was in disrepute in 1908. The disastrous autonomy terms were understood, the notorious election scandals were public, and the capital deal had given the people some idea of the calibre of the Government supporters. Orders came from Ottawa to appeal to the country and by any methods secure a victory to offset the disastrous results in Ontario and New Brunswick. The Province needed railways and Scott wanted renewal of power. It was the railways' opportunity and they drove a bargain that will handicap the prosperity of commercial and agricultural industries for all time. We have been easy marks in Saskatchewan. We gave the Dominion Government all our assets and the railways all our credit and we received in return a Government of political opportunists, who have no regard for people, principle or province.

### A Railway Bonanza.

In no part of Canada do the railways reap such a harvest as in Saskatchewan. The cost building is the least possible. There are no great physical difficulties. Every mile of road is productive. Settlement precedes the railway and the trade awaits its arrival. Under such conditions we should have been in a position to dictate terms that would have secured for the people reasonable rates and important privileges. Our position necessitated the building of the trunk lines through the province and feeders were a necessity. Did the Government use these facts to secure reduced rates and other concessions? No, the contract, when compared with less favorably situated provinces, makes us the laughing stock of Canada and characterizes our provincial cabinet as crooks or fools.

### A Comparison.

Since the Scott deal, a Conservative Government in British Columbia has made a contract for the building of the C.N.R. in that province. Railroad building in B. C. costs at least five times per mile what it does in Saskatchewan. In Saskatchewan every mile is through a country producing ample freight to reimburse the company, while in B. C. about one mile in three is revenue producing. It is an admitted fact that the prairie sections are the revenue producers for the railways. In view of these facts compare the deals and see how we have been betrayed. B. C. secured control of rates for all time on traffic originating within the province and coming from without it. Saskatchewan has no control of rates. The company agrees not to appeal railway rates to the Railway Commission, but to accept the decision of B. C. judges. Saskatchewan, having no control of rates, has no such provision. The C. N. R. has indemnified the government of B. C. against all payments and loss whatsoever. Saskatchewan has no such indemnification. The C. N. R. deposited with the B. C. government a bond of half a million for construction and operation of lines. Saskatchewan has no such security. The C. N. R. agrees not to sell, lease or dispose of lines aided without the consent of B. C. government. Saskatchewan has not such agreement.

reduction in this province by the government's foresight. The railway companies received unbounded concessions and gave none. Political Deals. Our railway contracts were political deals, not business contracts. The result was a renewal of power for Scott and a loss of control of rates and other possible concessions by the province. Scott and the railways won, the province is a loser for all time. The famous railway map was an effective election weapon. Since the election two cases in particular have shown the political significance of the deal and the power of the railways. The notorious Manor deal was ventilated in the legislature last session. It was proven that the government candidate and his heeled, mostly government officials, canvassed the people of Manor, producing the railway map showing the C. N. R. passing through that town. After the election the government changed the road to Carlyle, although it meant increasing the mileage, greater grades and disappointing many settlements. While the government was deceiving the Manor people, a government official was assuring the Carlyle people that he had a letter from Jas. A. Calder that the railroad would pass through that town. Carlyle had to be placated for the loss of the court house and Manor was the victim. The Weyburn deal is fresh in the minds of the people. Scott gave a solemn pledge and was forced to violate it by the power of the G. T. P.

A Notorious Record. The government's railway record is an unenviable one. A betrayal of the people at every stage of the proceedings. The loss to the province is tremendous and unfortunately for all time. Every interest of people was sacrificed for a temporary renewal of power for Sir Wilfrid's hirelings—Scott and Calder. The evils of the deal have been realized by a few localities, but the bitter truth will soon be generally known. With every advantage the government surrendered as completely to the railroads as they did to the Ottawa authorities. The real masters of the province are the presidents of the railway companies, not Scott and Calder.

EDITORIAL NOTES Scott and Pugsley, the political twins. "Has anybody seen Scott's ultimatum?" The G. T. P. cracked the whip and Scott subsided. Pugsley, the maker of promises, Scott, the breaker of promises. Read Slippery Bill Pugsley's career. Scott will never need a biography. This will be suitable. Champagne is to get the asylum and Senator Davis got the penitentiary. Excellent distribution of patronage. Macdonald of the Globe supported the Miller Anti-betting bill and his paper is now in court for violating that act.

Turgeon did not promise the people of Moosomin to prosecute the road gang election crooks. Alex. Smith's brother-in-law was an interested party. At Turgeon's meeting in Moosomin, Road Gang Smith, M.L.A., made an attack on lawyers, forgetting that his fellow speaker was a member of that profession. Pugsley advocates the spending of two million dollars on Toronto harbor. The Dominion Government grants a paltry half million to build the Hydson's Bay railroad.

The Globe advocates a railroad from Ontario to Hudson's Bay, and opposes a railroad from Saskatchewan to Hudson's Bay. The Globe is the leading Liberal paper in Canada. Turgeon did not tell the people of Moosomin how he squandered \$80,000 last election on bogus voters' lists. The money was a splendid campaign fund, the lists were of no consideration. The local government could force the C. N. R. to switch their road from Manor to Carlyle but could not force the G. T. P. to go

into Weyburn. Is Hayes more powerful than Bill and Dan? The people of Weyburn will have the pleasure of seeing the G. T. P. commence work on their Weyburn branch ten days before the next provincial election and quit the day after the election. The Hon. Jas. A. Calder wrote a letter to a prominent Liberal in Weyburn regarding the G. T. P. about three weeks ago. The Leader should publish that letter along with Premier Scott's epistle to Dr. Mitchell on the same subject in January.

PRESS COMMENT (Toronto World.) The Rutherford government in Alberta has gone down in disgrace, as is deserved. It looks to have been made up of green horns and schemers in the hands of railway grabbers. The country may need railways, but they took the worst possible way to get them. Alberta is a fine province; all it wants is progressive policy, public ownership and honest administration. (Telegram.) Recently Hon. George P. Graham announced with a flourish of trumpets that under his careful administration the operations of the Intercolonial railway would show a profit of some \$600,000 for the last year. Now, however, the official statement is at hand and it appears that instead of a profit of \$600,000 there is an actual deficit for the year of \$655,245. But compared with the record of the year before, when the road was \$4,600,000 to

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NOTICE. Take notice that The Saskatchewan Automobile and Gasoline Engine Company, Limited, intend to apply and will apply to the Registrar of Joint Stock Companies to have its name changed to "The Canadian Motor Car Sales Company, Limited." Dated at Regina, May 30th, 1910. HAULTAIN, CROSS & JONAH, Solicitors for Applicants, Regina.

(Mail and Empire.) The acceptance of the Premiership of Alberta by Chief Justice Sifton is another example of the political character of the Judiciary under the Laurier Government. Mr. Sifton was supposed to have gone on to politics when he ascended the bench. But, such obviously was not the case. He sat on the bench and was at the call of his Ottawa masters. Now, in answer to their demands he steps down and leads the local party for them. In all probability he has an agreement with Sir Wilfrid Laurier under which, as a reward for his services, he will receive another judicial appointment later on. This sort of thing is bad. It destroys public confidence in the bench, because it proves that the Judiciary is not absolutely removed from politics.

Government Annuities. Ottawa, May 31.—The total revenue from the sale of Government annuities to date is \$645,877. The number of annuitants is 716, and of this number 411 are from Ontario.

Up to 6 mits have ing of str to cost ov over \$200, of buildi whole of pended in \$750,144. The pro May was 975, and have been which will of the city. Among Whitmore ing to co printing o & James, a block of cost \$15,000. In add buildings, swelling b now under ed in a ve Keep F of the sllt kept clear

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