

## THIRTY-THREE CHARGES ARE MADE AGAINST COMMISSIONER BOUILLON

Aldermen Who Are Intent on Firing Commissioner Bouillon Issue Statement Containing Their Alleged Reasons for Attempting to Dismiss Him—Charges Are of Attempting to Do Too Much, and Lack of Tact—Aldermen, Who Recently Admitted His Ability Now Say He Is Inefficient.

Thirty-three charges are preferred against Commissioner Bouillon in a statement issued yesterday by the six aldermen who are intent on the dismissal from office of the utilities commissioner, and who have been enjoined from taking action pending the settlement of the suit brought against them in the Supreme court. The purpose of the statement is to place before the ratepayers of the city the reasons alleged sufficient by the "assassination" committee for the "firing" of Mr. Bouillon.

The statement is as follows:—  
We, the majority of the aldermen of the city of Edmonton, beg to lay before you the following statement of the facts which led up to our lack of confidence in our utilities commissioner. While we desire to recognize certain good qualities in Commissioner Bouillon, such as his personal honesty and his sincere desire to do his duty, we have come to the conclusion that he should no longer remain in office as utilities commissioner. The following are a few of the reasons which in our opinion justify us in this attitude. These may best be considered under the following heads:—

A—Lack of business ability.  
B—His misleading statements to the mayor and council, and his suppression of reports which it was his duty to bring to the attention of the mayor and council.

C—Lack of harmony between the commissioner and the heads of the departments and between the commissioner and the council, and the largely by the public utilities commissioner's abrupt methods and manner.

Of these in their order:—

A—Lack of Business Ability:—  
1—The greatest difficulties have arisen through his constant interference in the business of the city, down to the remotest details, single-handed. It is a well recognized business principle that in large undertakings competent heads of departments, who have expert training in their particular department, must be employed and the responsibility of their departments must be placed on them.  
One of his first mistakes was in compelling the different departments to apply to him personally for a requisition before even the most trivial affairs were purchased. At that time he made no exception no matter how great the emergency.

The following instances are worthy of notice:—

2—Breaks in water mains.

3—In July, 1910, Supt. Biewer applied to the utilities commissioner for eight locks to prevent the doors from swinging open every time the cars stopped and to avoid the risk of persons falling out of the cars. He repeated his request on Sept. 15th. Up to the end of the year the locks had not been provided and during the month of January an elderly man was thrown from an car owing to this neglect.

4—He employed an architect to make plans for the No. 5 fire hall but with false economy neglected to employ an architect to superintend the work. In the result we have a very inferior building which is in the north wall; evasions of specifications by adding an excessive quantity of sand in the plaster; substitution of 1-2 inch ceiling for 3-4 inch; jointing not being on solid bearings, but between spacers, and generally speaking, inferior workmanship throughout.

5—He approved in writing the plans for the new market building, since the erection of the building it turns out that the ladies' and gentlemen's lavatories open directly from the main entrance, and the closets in the lavatories are constructed so small as to be useless.

Moreover, the plans required a weight scale 2 ft. by 14 ft. 2 inches. The excavation for this was completed and the scales ordered. It was then drawn to the attention of the commissioners that the scales were entirely too small and the order was changed.

The heating is defective as the hot air is brought through a pipe over the cold clay, and the building generally is entirely unsatisfactory.

6—Whilst the city had a contract for the delivery of lumber at \$27.50 per thousand feet he purchased from another company similar lumber at \$35 per thousand.

7—Another instance which though causing only trivial loss to the city but which clearly illustrates the cumbersome nature of the system introduced by him is shown by the fact that the street railway department lost \$20 in carpenter's wages by waiting for him to sign a requisition for about \$7 worth of lumber.

8—The exhibition officials have complained to the council that the payment of their accounts was delayed so that they lost a cash discount of ten per cent, which they were to have received for cash payment.

9—The commissioner paid \$250 for the electrical and air brake equipment on each of 14 new cars purchased from the Ottawa and Preston companies, and refused to consider a report that the same equipment could be installed here for \$150 each. This cost the city \$100.

10—One of his first acts was to place an order with the Algoma Steel company for 125 tons of rails the delivery of which was set for October, 1910; and refused a slight

discount of 10 per cent, which they were to have received for cash payment.

11—If you have trouble in getting rid of your old car, you will find it is not so easy as it seems. There is no reason why it should not be sold for weeks and it will not if you take care to sell it properly. For sale by Dealers everywhere.

ly higher tender on which delivery was guaranteed before July 1st, 1910. This has resulted in delaying the completion of the extensions authorized until the coming spring and to the loss of the interest on the money already expended—being for rails alone about \$20,000.

And further held up the completion of the extensions of the street railway which rails were to be laid.

11—About July 15th last the street railway superintendent had on hand in his department some 23,750 pounds of scrap iron and had a standing arrangement with the Edmonton iron works to purchase scrap at \$20 per ton.

The utilities commissioner took the selling of the scrap iron into his hands; called for tenders and received \$1750 per ton from the same company, losing the department \$250 per ton, plus the cost of advertising.

12—He allowed the street cars to be operated without advertising for five months, losing the department at least \$400.

13—In June and again in September the utilities commissioner was applied to for destination signs for the street cars, but up to the present time (although the council in open meeting repeatedly brought this to the attention of the commissioner's proper signs have not been furnished.

14—He delayed the placing of the order for a diamond, proposed to be laid on Syndicate avenue, from the month of August until so late that the diamond can not be installed until spring.

15—He refused requisition for two spare motors, causing one car to be continuously idle in the barn.

16—In constructing an extension to the car barn he altered the plans so as to reduce the space necessary to accommodate the boiler and was later compelled to tear down a portion of the 12 inch cement wall and excavate for a distance of 10 feet under the building.

17—He delayed the construction of the car line on Edward street until the frost was in the ground, and when it became necessary to build a siding it cost the department \$507.00, when if he had been in possession of the plans, it could have been done for about \$100.00.

18—An offer was received from the Allis-Chalmers Company to repair the gas producer plant at a cost of \$21,000.00, with a \$15,000.00 guarantee that the plant would operate continuously for one year at a cost of 85 cents per h.p. hour.

19—The offer was accepted within 30 days, but he delayed in accepting it the long and the company refused to make a new offer on this basis.

Subsequently he reported to the council that he had made a new arrangement for repairing the plant for \$22,000.00, but up to date the repairs have cost about \$27,000.00, the gas producer, instead of being in operation on October 15th last, as stated by him, will not be finished for some time and the city has no guarantee that the plant will ever operate.

He stated to the council that in the latter arrangement he could not ask the company for a guarantee, as they were sending an engineer to Edmonton free of charge to inspect the repairs. He now finds that we are paying that same engineer \$5.00 per day and expenses.

20—Last June the filtration plant went out of order. The official in charge offered to fix it in 98 hours, but the public utilities commissioner insisted on bringing a specialist from Montreal at an expense of between \$300.00 and \$400.00, when the expert arrived he told the commissioner that any mechanic in Edmonton could have fixed the plant in a few days.

21—He allowed the sedimentation basin to remain out of repair from August to the present time, so that it will not be in operation in time to filter the turbid water in the coming spring.

22—In the estimates for 1910 a sum was included for the purchase of coal crushing and ash removing machinery. On the arrival of the commissioner this was brought to his attention, but he has delayed the ordering of this machinery, so that it cost during the present winter about \$3,000.00 extra for handling coal in wheelbarrows, etc.

23—He accepted the tender of Messrs. Manson & Dunlop for concrete and pile driving in connection with the Great Ravine bridge without the cheque called for. He then delayed the awarding of the contract for a considerable time, so that Manson & Dunlop refused to carry out their contract and the work had to be done by the city at an increased cost, owing to the delay; and the city had no recourse, as there was no deposit cheque.

24—In many other instances his insistence on assuming the multitude of duties which arise in the conduct of the business of the city which operates all of its utilities, led to the inevitable neglect of certain important matters, which have caused a considerable loss to the city.

25—Misleading statements to the mayor and council and suppression of reports—

26—He stated to the mayor at a commissioners' meeting recently that Messrs. Ormsby and Latour had informed him that they did not think it advisable to go East to inspect certain machinery proposed to be purchased by the city until the tenders for that machinery were received.

Messrs. Ormsby and Latour deny that they made any such statements. On the statement of Mr. Bouillon, the mayor agreed to the delaying of the trip.

27—On the 27th January, 1911, the superintendent of the street railway reported in writing to the commissioner, recommending against the construction of a connection of the street railway between Namayo avenue and First street via Sutherland street. This report was never brought to the attention of the mayor, who is one of the commissioners, and was not submitted at any commissioners' meeting.

28—At the meeting of the council in committee to consider estimates for 1911, the over-expenditure on capital account of some \$28,000.00 in the power department during 1910 was excused on the grounds that Mr. Bouillon had requested the power-house superintendent, on several occasions, to give him a financial statement concerning the power department, which statement Superintendent McNaughton had refused to give, therefore he, Bouillon, was not able to make any statement in reference to the finances of the power house department further than that McNaughton always stated "there was plenty of money."

The council and the mayor, on request made by the commissioners for such a statement was given on the 15th, 1910, and was completed with June 30, 1910.

29—On another occasion he stated to the council, when being pressed as to why the report of the street railway falling to supply the steel that he had been after them continuously for some time and would take the report up again immediately with them and see if it could be hurried forward.

As a matter of fact the contract had not at that time been let and the steel was actually delivered 14 days after the contract was let.

30—On February 2nd, 1911, a letter from the superintendent of the street railway department, to the mayor and council, was received by Commissioners Bouillon and Butchart but was never received by the mayor and council.

31—When the council of the present year assumed office they found considerable dissatisfaction with the previous conduct of the city's business, and a resolution that a committee of the council be appointed to investigate the matter was passed. In the course of their investigation, the committee found that the superintendent of the street railway department, in the course of his duties, had been brought to the attention of the council, and that the committee had been informed of the same.

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## AUSTEN CHAMBERLAIN BRINGS IN AMENDMENT

To Effect That House of Commons Would Welcome the Introduction of a Bill to Reform the Composition of the House of Lords.

London, Feb. 28.—In the House of Commons after the Premier had moved the second reading of the Lords' Veto bill, Austen Chamberlain, on behalf of the Unionists, moved the opposition amendment, it is to the effect that the house would welcome the introduction of a bill to reform the composition of the House of Lords while still maintaining its independence as a second chamber, but declines to proceed with a measure which would be a complete surrender in the hands of a single chamber and offers no safeguard against the passage into law of grave changes without the consent and contrary to the will of the people.

In speaking to the amendment Mr. Chamberlain expressed the hope that a settlement of the question would be reached, but said that if a bill were thrown at them to be taken or left there could be no compromise and no settlement. The opposition, he declared, stood for reform against revolution.

Richard Barden Haldane, Secretary of State for War, said that he regretted that circumstances had arrived which rendered the adoption of a written constitution bill. The government was pledged ultimately to create a second chamber but meanwhile the veto bill was an indispensable preliminary and the government would be false to its mission if they failed to risk their whole fortunes upon the passing of the present bill. A vote on the second reading of the bill is not likely to be taken before Thursday.

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## TERRIBLE MURDER IN THE CAUCASUS

Two Englishmen were Killed by Robbers Who Secured Only One Hundred Pounds in Cash in Which They Perpetrated.

Canadian Associated Press. London, Feb. 27.—James MacGarvey, an oil fields manager, and Talbot Barrard, a Canadian, were murdered at Gretna, in the Caucasus. Armed robbers attacked the two men on a train. Mrs. MacGarvey, his wife, and Barrard were at supper. The robbers intercepted a boy who ran to give the alarm, killing him and also a watchman. They then attacked MacGarvey, who was killed with long Caucasian knives. Barrard tried to carry Mrs. MacGarvey into safety, but was overtaken and murdered, but the lady was only slightly injured.

The murderers then stabbed the cop and finally decamped with a hundred pounds in cash. Two other men implicated have been arrested, but a third evaded arrest by shooting himself. The Cossacks are still scouring the country for the others of the gang. Mrs. MacGarvey was brought into the hospital at Vladikavkaz and her condition is not now serious. MacGarvey was father of the wife of Dr. Stanley Blakey, of Gretna road, Ealing, London. Mrs. MacGarvey was there. Mrs. Blakey leaves for Russia today to bring back Mrs. MacGarvey. Barrard's grandmother was the great Ealing philanthropist. His wife and children were on the point of joining him.

Robbed of a Fortune in Jewels on a Liner.

Mrs. Baldwin Drummond is Relieved of \$130,000 Worth of Diamonds and Jewels. Passengers' Baggages Were Searched.

New York, Feb. 28.—Mrs. Baldwin Drummond, formerly Mrs. Marshall Field, was robbed of a fortune in jewels last night aboard a trans-Atlantic liner. Diamonds, pearls and other gems to the value of \$130,000 were mysteriously disappeared from her state-room on the steamship, America, of the Hamburg-American line, some time between 9-30 o'clock last evening and 5-30 o'clock this morning.

The loss was reported immediately, when the liner docked at Hoboken this afternoon and the police of Hoboken and New York were working on the case. Mrs. Drummond hurried to the hotel Plaza, declining to discuss her loss.

The Hamburg-American line disclaims all responsibility on the ground that passengers leave jewels in their state-rooms at their own risk. However, the customs authorities were appealed to and under rule of baggage inspection, everyone's luggage was sifted thoroughly, but so far as could be learned not even a suspicion was unearthed.

THE BRIAND MINISTRY RESIGNS FROM OFFICE

French Premier and His Cabinet Resign. Resignations Accepted by President Fallières. Briand Policies Must be Continued by New Cabinet.

Paris, Feb. 28.—Premier Briand and his ministers resigned today and President Fallières accepted their resignations. The president then went in consultation with his advisers including the presidents of the Senate and Chamber of Deputies, and tonight it was announced that M. Briand's successor would not be named until tomorrow.

It is understood that the president is decidedly of the opinion that the new cabinet must be prepared to follow up the policy of the Briand ministry, which received the support of both chambers up to the last, and will call to the Presidency a senator who, according to the latest indications, will either be M. Monis, vice-president of the Senate, Raymond Poincaré or Sir Duncun.

It is stated that the retiring Premier suggested M. Pichon, who was minister of Foreign Affairs in the Briand Cabinet, as the new premier, but that after a day it was understood that he would accept "either the partnership or a portfolio in the new ministry."

AVIATION REACTS CHINA.

Aviator Makes Ascent in Biplane Near Shanghai.

Shanghai, Feb. 27.—The aviator had his last reached "this. A French aviator made an ascent in a biplane near at noon yesterday, much to the entertainment and delight of thousands of spectators. This was the first time an air man in action has been seen in this country.

Bloomington, Ill., Feb. 28.—Geo. Oscar Douglas, of "Hennepin, Ind., and Miss Nancy Elizabeth Stone, of Tuscola, Ill., came here today, and to satisfy a caprice of the bride were married in the lofty tower of the Illinois State Normal University by Rev. John T