

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 of Attempting to Do So Much, and Lack of Tactics—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 would not recognize certain good qualities in Commissioner Bouillon, such as his personal honesty and his sincere desire to do what we have come to the conclusion that he should no longer remain in office as utilities commissioner.

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 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 entire failure to try the business of the city, down to the remotest details, single-handed.

2.—In July, 1910, Supt. Blevins 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 car.

3.—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.

4.—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.

5.—Moreover, the plans required a weight scale 5 ft. by 14 ft. 2 inches. The excavation for this was completed and the scales ordered.

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 carpenters' 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 Prescott companies, and refused to consider a report that the same equipment could be installed here for \$150 each.

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.

10.—Further held up the completion of the extensions by the money already expended—being for rails alone on about \$20,000.

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.

12.—The utilities commissioner took the selling of the scrap iron into his hands; called for tenders and received \$17.50 per ton from the same company, the price in the department \$23.50 per ton, plus the cost of advertising.

13.—He allowed the street cars to be operated without advertising for five months, losing the department at least \$450.

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 barns.

16.—In constructing an extension to the car barn he altered the plans so that the boiler was 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 steel was in the ground, and when it became necessary to build a siding it cost the department \$507.00, when if he had issued instructions promptly, it could have been done for about \$100.00.

18.—An offer was received from the Ailsa-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 required acceptance within 30 days, but he delayed in accepting it the long and the company refused to make a new offer on this basis.

20.—He reported to the council that he had made a new arrangement for a guarantee, but 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.

21.—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 make the repairs; he now finds that we are paying that same engineer \$5.50 per day and expenses.

22.—Last June the filtration plant went out of order. The official 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.

23.—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.

24.—In the estimates for 1910 a sum was included for the purchase of coal crushing and ash removing machinery. On the arrival of the machinery this was brought to his attention, but he has delayed the ordering of this machinery, so that it will not be in operation in 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.

25.—In many other instances his insistence on assuming the multitude of duties which arise in the conduct of the business of a 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.

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

26.—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.

27.—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 of the power department, which would show the power department, which would show the power department, which would show the power department.

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explanations before going further, but he continued to tirade the council in view of his refusal to give any explanation and in view of his attitude to and expressed opinions of the council, we felt that it was no longer possible to work harmoniously.

We had clearly come to an "impasse" and the resignation of Mr. Bouillon as we felt that we were in the right and in as much as the city charter provides no means for the re-election of a new council after the resignation of the council, we had to alternatively accept to disband the council.

TERRIBLE MURDER IN THE CAUCASUS

Two Englishmen were Killed by Robbers Who Secured Only One Hundred Pounds in Cash in the Perpetration of a Crime Which They Perpetrated.

Canadian Associated Press. London, Feb. 27.—James MacGarvey, an oil field manager, and Talbot Barrister, who recently returned from a trip to Canada, have both been murdered at Gretna, in the Caucasus. Armed robbers attacked the two men on the train between Gretna and Barnard near at supper.

The robbers intercepted a boy who ran to give the alarm, killing him and attacking MacGarvey, who was killed with long Caucasian knives. Barrister tried to carry Mrs. MacGarvey to safety, but was overtaken and murdered, but the lady was only stunned.

The murderers then stabbed the cop and finally decamped with a hundred pounds in cash. The bodies of Barrister and MacGarvey were found in a ditch near the station. Mrs. MacGarvey was taken to the hospital at Vladikavkaz and her condition is not serious. MacGarvey was the father of the wife of Dr. Stanley Blakey, of Gretna road, Ealing, London, and the occasional writer there. Mrs. Blakey leaves for Russia today to bring back Mrs. MacGarvey. Barrister's grandmother was the great Ealing pantomime. 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 \$100,000 Worth of Diamonds and Jewels. No Clue Discovers as to Where Robbers' Passengers' Barge Was Searched.

New York, Feb. 26.—Mrs. Baldwin Drummond, formerly Mrs. Marshall Field, wife of Charles Field, who lost a fortune in jewels last night aboard the Hamburg-American liner, Diamonds, is relieved of \$100,000 worth of diamonds and other gems. The jewels were mysteriously found in her state-room on the steamer, America, of the Hamburg-American line, some time between 9-30 o'clock last evening and 1-30 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. As no clue was developed, however, the customs authorities were appealed to and under a search of baggage inspection, everyone's luggage was sifted thoroughly, but so far as could be learned not even a suspicion was unearthed.

DECRETE IN CARTER CASE

Famous Suit for Savannah Harbor Funds Ended.

Savannah, Ga., Feb. 26.—The final decree was signed by Federal Judge Rogers last night, covering the decisions and agreements that have been reached in the litigation which involved Captain Oberlin M. Carter, in the work of Savannah harbor.

The United States recovered by civil suit about \$42,000 of the estate of Carter, and an allowed certain claims and trustees' claims. This ends the famous case which began with the indictment of Captain Carter and Messrs. Green and Gaynor, the two latter now in the Atlanta Federal prison, for fraud in the work of Savannah harbor.

COMEDIE FRANCAISE ROW

Anti-Semite Disturbance at Performance of "Après Mol."

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 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 an indispensable preliminary and the government would offer no safeguard against the passage into law of grave changes without the consent of the House of Commons.

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 that necessitated 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 proposed bill. The second reading of the bill is not likely to be taken before Thursday.

RHEUMATISM CURED TO STAY CURED

Liniments of no Avail—The Trouble Must be Treated Through the Blood

This article is intended as a talk to a man or woman with rheumatism who has not been cured. Not merely relieved, but actually cured. The trouble is not in the joints, but in the blood. It is the blood that is the trouble, and it is the blood that must be treated.

Dr. Williams' Pink Pills for Pale People is the only medicine that cures rheumatism by purifying the blood. It is the only medicine that cures rheumatism by purifying the blood.

THE BRIAND MINISTRY RESIGNS FROM OFFICE

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

Paris, Feb. 28.—Premier Briand and his ministers resigned today and President Fallieres 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 Premier's attention, who, according to the latest indications, will either be M. Monis, vice-president of the Senate, Raymond Poincaré or Jean Dupuy.

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 the latter says it is to be understood that he would accept neither the partnership nor a portfolio in the new ministry.

AVIATOR MAKES ASCE IN BIPLANE Near Shanghai.

Shanghai, Feb. 27.—The aviator had his latest record at a height of 10,000 feet in a biplane near here 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 Winnetonka, Ind., and Miss Nancy Elizabeth Stone, of Illinois State Normal University, at Rev. John T. Jones.

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MONEY TO LOAN ON IMPROVED FARMS. Bank of Montreal Building. E. C. FARDEE, Agent.

DEADLOCK IN U.S. SENATE HOPELESS

Seems to be No Chance of Reaching Vote on Reciprocity Bill at This Session. Toronto, Feb. 28.—A Washington special to the Star this morning says: "With the senate at midnight locked in an apparently hopeless filibustering deadlock, two of its big men, Cummings and Bailey, hurling open defiance at each other and talking of 'test of endurance' the best slim wavering chance of a vote on reciprocity seemed to die out last night. If the condition that obtains at the hour of writing continues, the McCall bill has not a ghost of a show at this session. On the face of it the deadlock is hopeless."

CARRIAGE WORKS BURNED. Fire in Montreal Aided by Gasoline Explosion Does \$20,000 Damage. Montreal, Feb. 28.—A fire caused damage to the extent of about \$20,000 last night. The outbreak started in the Braut Carriage Works on St. Antoine street. There was a high wind at the time, and the flames spread with great rapidity to the adjoining building occupied by Rousseau Garage Company. There were several explosions of gasoline and a quantity of varnish about the place helped the conflagration. The Negro Club's premises, above the works, was also entirely burned out.

To Bryce's Assistance. London, Feb. 28.—The House of Commons today, A. Roman, member for Leith division, Glasgow, asked what assistance had been given by the British ambassador, the Canadian ambassador, to the Canadian commissioners during the reciprocity negotiations at Washington. MacKinnon Wood replying on behalf of the ministry, said that the matter originated purely with Canada, although it was of course within the range of the ambassador's duties to give such assistance as the negotiators requested.

Bubonic Plague at Spokane. Winnipeg, Feb. 28.—Provincial authorities are following with much interest the developments at Spokane, where reports of the prevalence of the bubonic plague are in circulation. Every care will be taken to prevent the spread to this part of the country if the development of that kind becomes apparent.

ATHABASCA

Athabasca Landing is about two and a half miles north of the centre of the town, and on the Athabasca river. It has been in existence since 1884, in which year the Hudson's Bay established their trading post there. Their northern trading points, previous to 1884 the company had several other points as distribution points, but none proved satisfactory. All the northern trading centres are this town as their distribution centre. The bulk of the goods shipped in here during the winter.

stored, until the opening of navigation in the spring, when they are sent eastward to the Hudson's Bay Peace river country on the west of the Arctic ocean to the north. Past twenty-seven years have Athabasca Landing to be the best trading point for the great north.

GOVERNMENT

railway companies now have eyes on this district. The Northern railway company has two branches under construction at this point, one from the south from the east, the former has completed this summer. With completion of this line will

much to the Athabasca Landing. It will mean much more to the north country, as it will back the railway map another 200 miles. With the completion of this line this summer, houses of every description, fish branches here, in order to hold the northern trade.

T. McKillop. P.O. Box 583, EDMONTON.

ABSORBINE. Full directions in pamphlet with each bottle. 60¢ a bottle at dealers or direct. Free Book & Free.

RAISER TO GO TO CORFU. Royal Party to Sail Early Next Month in the Hohenzollern.

Kiel, Germany, Feb. 28.—The Imperial yacht, Hohenzollern, sailed today for Venice, from whence it will take Emperor William and Empress Augusta Victoria and their grandchildren to Corfu, early in March. It is expected that Crown Prince Frederick William and the Crown Princess will join the party later.

ST. THOMAS