THE EDMONTON BULLETIN

SEMI-WEEKLY.

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C. F. HAYES,
Business Manager.

MONDAY, MAY 2, 1910

PLENTY OF ITS KIND.

(Thursday's Daily.)

One Alberta and Great Waterways bargain is enough. Hereafter when loans of the Province's credit are made to assist railway construction the loans should be restricted to companies which have railway systems behind them and standing in the money markets. By no other means than this can the Province be saved from having to pay the charges on the money borrowed and from sooner or later having a railway thrown on its hands worth far less than the Province is bound to pay for it.

At present the interest charges in respect of the Alberta and Great Waterways are mounting up at the rate of $9,250 per month; the smallest rate at which they can possibly accumulate for three years, and probably the smallest rate at which they will accumulate for ten or twelve years. Two parties are responsible for the payment of these charges; the Company and the Province. But the Company has not been shown to have anything with which to pay them; on the contrary it has been shown as clearly as it could be shown without access to the books that the Company has neither the money with which to pay them nor any means of getting the money—save, of course, taking it out of the $7,400,000 borrowed on our credit. The Company, so far as any one has been able to find out, is a substanceless and resourceless corporation consisting of nothing but a name and possessing nothing but what the Province has given it. If that is the case, there is only one party really liable for the interest charges. The Province in this instance will have to pay them as surely and certainly as though the Province had borrowed the money directly, and without any company being in the transaction. And the paying must begin before very many weeks. Before the present session of the Legislature ends the money to pay the charges up to date must be voted, either from the $7,400,000 or straight from the provincial treasury. This, of course, unless the Company should turn up in the meantime with a barrel of money that nobody has yet suspected or hinted that they may have.

And the loss from the immediate failure of the Company would be less than from their failure any time in future. Absolutely the best thing that could happen under the circumstances would be that the Company should fall down under the first payment of interest and the Province have to put up the money. Because in that event the Province would be entitled to drop the Company out of the calculation, to take over the money, and proceed to spend it where the need for railway accommodation exists. From first to last the Company have put nothing into the venture. They have everything to gain and nothing to lose; and any gaining they do must come out of the people of the Province. By the same fact, the Province has everything to lose and nothing to gain from doing business with that kind of a company; and the longer it is associated with them the more it stands to lose. The least we can possibly lose on them or because of them is what we have lost already, and that is heavy enough. The farther we go with them the worse off we must be in case they fail, as there seems no possible chance of their not doing. Suppose even that by hook or by crook the Company held on until they had the road built. They would then have the whole $7,400,000, however little they had put into the road. But they would be under no obligation to operate the road. They would be entirely free to step out of the business, to tell the Province to take the road, and to pay the interest on the $7,400,000 for fifty years and to then pay the principal. The net result would be that the Province would have paid $7,400,000 plus the interest on that for fifty years for a road costing no man knew what—at least no man who would be likely to tell the Province, unless to "josh" us for our short-sightedness.

If the bargain stands, it seems altogether inevitable that we fall into one or other of these pit-falls. It is to be hoped the former. And if by good fortune we should escape the worse fate, that would be the poorest reason in the world for allowing ourselves to be drawn into other traps of this kind in future. Miracles do not happen more than once. When we are through with the Alberta and Great Waterways we should be through with guaranteeing the bonds of companies of that kind. It is not at all necessary in this country, and it is not good business in any country. If the credit of the Province is to be loaned to encourage railway construction, it should be loaned to companies which have railway sytems behind them and have standing in the money markets; companies which are able to finance their undertakings through the construction period on their own strength, and companies which have something to lose if they do not build railways that are railways and operate them after they are built. We seem to have got mixed up with one wild-cat concern. That ought to be enough for this generation.

Chamberlain's Stomach and Liver Tablets will clear the sour stomach, sweeten the breath and create a healthy appetite. They promote the flow of gastric juice, thereby inducing good digestion. Sold by all dealers.

The Lethbridge Herald quotes the following paragraph from the record of sales of Canadian bonds in England in November:—

Alberta and Great Waterways Railway Company—$7,400,000 (£1,520,550) 5 per cent. first mortgage gold debenture bonds at 110, guaranteed by the Province of Alberta.

The Macleod vacancy should be filled before the Legislature reassembles. The seat has been vacant for a month. Practically another month must elapse before the members re-gather. There is no reason whatever why Macleod should not be represented during the remainder of the session.

"MARK TWAIN."

Samuel L. Clemens. Born 1835—Died 1910.

The Court of Mirth is dark and still
On this bright morn of jocund spring.
The honored jester lies in state—
The jester who was also king.

While o'er a world-wide realm he ruled
With sceptre of keen-humored pen,
He held the doubly royal dower
Of honor in the hearts of men.

His towseled, snowy hair; the brows
That hung o'er deep but kindly eyes;
The white-clad form of easy air—
Familiar everywhere—his guise.

And, loved of all who knew his life,
His honesty, his sense of right,
'Twas fitting that his whim should be
To garb himself in spotless white.

For proudly may his nation say,
Not chiefly that his wit was great,
Or that his work was pure and true,
Or that he loved and served the State:

But, that above the splendid gifts
That won him universal fame,
He cherished kingly honesty,
And prized a good and stainless name.

—J. W. Bengough.

ONE MAN AND A TRUNK.

(Friday's Daily.)

President Clarke and his trunkful of papers seems to be all that is left of the Alberta and Great Waterways Railway Company—and geographically speaking, they have left too. The Company has had a career more curious than long, but none of its previous phases has been more unique surely than the last. It seems to have of late undergone a process of shrinking till now the whole concern is embodied in one man and the trunk, grip, packing case, or band-box which he has made the receptacle of the documents. The Company has swallowed itself, and the surviving remnant has vanished into "thin air," the State of Minnesota, or some other condition or place at present unspecified. It has been "merged"—not as usual into a combination of kindred companies, but into the personality of its chief—and his trunk. In the City where by law its head office is located—the City where first the Company saw the light of day and where its triumphs were won—there remains of it only a memory. No man admits himself a member of it and none has been found to tell the story of its composition and history. In Winnipeg Messrs. Minty and Bain say they laid aside the honors of directorship on Wednesday week. The Company has collapsed like a telescope, till there is left only the President and his trunk. Never, surely, was a railway company with $7,400,000 working capital lying in the bank so "cabined, cribbed, confined" before.

There is a disposition in some quarters to censure the worthy President, to represent him as a quitter who "welched" on the Government when trouble came; he is even portrayed as a character with whom Mr. Minty would not associate and of whose doings that gentleman washed his hands. The censure, too, comes from quarters where the praises of the President have been but lately sung. Newspapers which a month ago were championing him and his cause now darkly hint that the Government had better cut adrift from him. It is to be hoped the President is not a sensitive man—or that he does not read what his late defenders are saying about him.

This surely shows a lack of sympathy with a much burdened man. Consider the weight of responsibility the President carries. He is now—he and his trunk—the whole Alberta and Great Waterways Company. He is the stockholders, the directors, the vice-presidents, the president, the honorary vice-presidents, the honorary president rolled in one—all these and whatever other elective officers it may be customary to create in a properly organized railway company. As the stockholders of the company it will be his duty to hold annual meetings with himself, receive reports from himself as the board of directors, listen to a speech made by himself as president, vote himself the thanks due for his services as directors and president, and re-elect himself according to the demands of the law and custom. As the board of directors he will be responsible to himself as the shareholders for the conduct of the concern. As president it will be his duty to preserve harmony between himself as the board of directors and Mr. W. R. Clarke as the shareholders. Verily, the President is burdened with a multitude of duties, and censure should be tempered with sympathy.

Seriously—it must be shown that there are reasons why Mr. Clarke personally or as head of the Company would be afraid to come before the Commission, before it can be admitted that he is staying away on his own account. Under normal conditions the head of a Company so situated would surely be the man most ready to appear before the Commission and clear the reputation of himself and his Company from suspicion. Mr. Clarke ought to be more than willing to give evidence—he should be anxious to do so. Before we are told that he has fathered the Company into his trunk and fled merely to save himself or the Company, we must be told how his appearing before the Commission would imperil either. Calling Mr. Clarke a renegade is useless unless it is shown that he has some personal end to serve in avoiding the Commission. Personally, and as President of the Company, he should have nothing to fear from the Commission. Yet he has gathered the Company into his trunk and skipped—Why?

ONE OF THE MISSING LETTERS.

Following is one letter which was removed from the departmental files before these were brought down to the Legislature. A copy of it was found in Mr. Minty's grip—the suit case Mr. Robson wired for a couple of days after leaving Edmonton and which had apparently been forgotten in the hurry of departure:—

Edmonton, Alta., Sept. 12th, 1909.

My Dear Woods,—The plan of campaign is for the premier to leave on Monday for the east and be away until about the first October. We also go east. Therefore the matters can most expeditiously be closed out there. What I, therefore, propose is:—

1—To have all requisite orders-in-council passed before the premier leaves, giving him in his appropriate capacities power to close out all details while east.

2—To have the mortgage printed in Winnipeg as soon as I arrive. The printed form will be executed. Pending time of execution copies will be sent to you for checking and to Sir Frank Crisp for his final sanction. Sir Frank will cable his approval and by that time I hope all will be in readiness for immediate execution. Mr. Fisher will then cable that the documents and bonds are duly executed and the bonds will be deposited with P. Morgan & Co.'s agents against the deposit in England of the proceeds—to be as soon as banking facilities permit transferred to Canada. Sir Frank will also doubtless ask for a copy of the C. C., so I want one as soon as possible for Mr. Fisher to send him.

3—To incorporate the Construction company, which I shall do forthwith while east.

4—To organize the Construction company, which I shall do when east

5—To take out a license for the Construction company, which will be done practically simultaneously.

6—To organize the Railway company, which will be done here by my agents.

7—Then the directors of the Railway company will, while east (upon a wire from my Edmonton agents that the formal organization of the Railway company is complete) meet and authorize the execution by the president and secretary of (a) the agreement with the government; (b) the bond mortgage; (c) the bonds; (d) the agreement with the Construction company and the Construction company directors will likewise meet and authorize the execution of the same agreement.

8—Thereupon the premier, and Railway company officials will execute (a) the agreement; (b) the mortgage; (c) the bonds.

You will appreciate the fact that the directors and officers of the Railway Construction company will be so selected as to enable them to act at any place where Mr. Clarke and I may be although the formal shareholders' meetings will be held at Edmonton and Winnipeg by dummies.

This outline will show how we have to bring the threads together quietly at some convenient place in the east and why your part of the matter will need some adaptation to the conditions.

At the present moment your part of the plans stand thus:—

(a)—The mortgage is settled—but the Trust company is not chosen.

(b)—The building agreement is settled—Mr. Cross having concurred in omitting the clause that we agree that the railway shall cost $20,000 and in retaining the clause that as each 10 miles is completed except as to ballast we get $20,000.

Therefore, I suggest that before the premier leaves tomorrow you have passed:—

(a)—An O. C. approving of the mortgage and authorizing the president in council (Mr. Rutherford) to execute it.

I would suggest that no reference be made to the Trust company, but when it settles upon it the name can be filled in ex post facto or nunc pro tunc (whichever Latin phrase is suitable), by you on a wire from the premier.

This will enable us to send Sir Frank Crisp now a complete copy of the order-in-council and relative mortgage.

(b)—An O. C. authorizing Mr. Rutherford as provincial treasurer to execute now printed bonds in the form in the mortgage without coupons to be hereafter replaced by engraved or lithographed bonds and coupons to be then executed by him or the then provincial treasurer.

(c)—An O. C. authorizing the Construction agreement and directing its execution by the president of the council. The specifications will be attached. These will either be approved now by Mr. Rutherford absolutely or else tentatively, subject to confirmation by Mr. Jones. If the latter I would recommend that the O. C. be unqualified in form but that Mr. Rutherford should delay executing the agreement until he gets a wire from Mr. Jones. A copy of the agreement and specification could be retained here and the original taken by Mr. Rutherford so that upon receipt of Mr. Jone's wire Mr. Rutherford could sign the contract in the east.

(d)—An O. C. approving of the Traders bank as Canada as bankers or better still, leaving the name of the bank blank so that Mr. Rutherford could wire the name when selected. This is not so important for the moment if Mr. Rutherford were to return promptly after signing the papers for by the time the moneys were being taken over in England he could be back and able to pass the order-in-council then and wire the name and authority to Mr. Fisher for him to transmit to P. Morgan & Co. Yet I would recommend the passage of the O. C. in blank now in order that we may have the present control of all possibilities that might by any chance make a delay hereafter.

I shall keep a copy of this so that we can refer to our programme.

If you concur in the above please have Mr. Rutherford take with him—

(a)—Certified copies of the various orders-in-council for Mr. Fisher and myself.

(b)—Such copies or evidence as will enable him to know that the printed mortgage and bonds I produce to him for execution are as agreed upon. This may be adequately met by your telegraphing him hereafter when you receive the printed mortgage that it is in proper form and that the bonds are to be in the form contained in it.

(c)—Engrossed copies of the Construction agreement, including specifications.

Yours faithfully,
(Sgd.) G. D. MINTY.

This letter was written by a director of the Alberta and Great Waterways Company on September 12th last to the Deputy Attorney General. Presumably that official dutifully communicated the contents to the Government. As early as the middle of September then the Government had it in black and white what the Company proposed to do. Knowing this, the agreement with the Company was signed in the closing days of October. What would the Legislature have done if this letter had been on the files brought down—as it should have been?

The Edmonton Journal says: "By the way the Bulletin is at work churning up public opinion it would not be at all surprising to see a proposition blossom forth in the near future to turn the $7,400,000, or what is left of it, over to the G. T. P." From the way the Journal (Conservative) has been churning up public opinion on Senator Aldrich and like remote topics nobody of course looks in that quarter for any proposal to take the money out of the hands of the Alberta and Great Waterways Company and given it to some concern that would put it into a railway and pay the interest on it.

The Calgary News wants the University question resurrected when the Legislature meets again. The result, of course, would be a new alignment of the members on the basis of North and South; the diversion of attention from the Alberta and Great Waterways bargain, and perhaps the crippling of the opposition to it. The opposition is not very likely to fall into that kind of a trap, even if, as the News suggests, the Government should lay it for them.

Mayor Gaynor, of New York, has had the "Keep off the grass" signs replaced by signs inviting the passerby to "Come on the grass." That should help some in the next election.

The Macleod vacancy should be filled before the Legislature reassembles.

MORNING BULLETIN.

(Saturday's Daily.)

Beginning with Monday the Bulletin will issue a morning edition. In a growing city it is, of course, only a question of time when the daily paper becomes a paper with two editions; just as it is a question of time when a weekly paper becomes a daily. For some time it has been felt that an evening edition alone did not give the readers of the paper the best service which the circumstances made it possible to give them. On the one hand the City itself has been growing steadily and rapidly, and the number of people in the City who have the leisure and inclination to read a morning paper increasing. On the other hand the towns throughout the country have been growing equally rapidly, the mail service to them has been bettered from time to time as railways have been put into operation, and the service out of Edmonton is such that readers in the outlying towns can be better served by a morning than an evening paper. This development of the City and the country is the cause and the justification of the morning edition being started; just as the starting of the morning edition may be taken to indicate the growth of the City and district. A newspaper lives or dies according as it receives or does not receive the support of a community large enough to make its publication possible. It becomes a question of judgment when the opportunity offering is sufficient to warrant the expense of a venture such as the Bulletin is now making. That it is being made is the best possible evidence that the opportunity is believed to be ripe for the advance, or at least nearly enough so to justify the advance being made now.

The morning edition will contain the local news of the previous afternoon and evening, and the despatches received during the night. It will also contain at least the more important news from the evening edition of the previous day. The evening edition will contain the news of the day, both local and telegraphic, and also the news of the previous afternoon and evening contained in the morning issue. Subscribers to either issue will therefore be assured of getting all the news. All news of importance, local and telegraphic, will run through both editions. The reader of either will get a complete resume of the news for the previous twenty-four hours; and will have the choice of reading it either in the morning or the evening as best suits his leisure, circumstances or taste. Those who are in position to take and read a morning paper will be able to do so; while those who must perforce do their reading in the evening will lose nothing because the morning edition is being published. It will not be in any sense a case of skimping the regular edition in order to publish the morning issue. On the contrary, the evening paper will be the better because of whatever extra work is put on the preparation of the morning issue.

At the start, the morning edition will be circulated throughout the business sections of the City, and will also be mailed to out-of-town readers, the afternoon mail edition being dropped. As circulation increases the delivery in the City will be extended through the residential sections and in Strathcona. People living in the City but outside the business districts will, of course, be able to get the morning edition either at the office or through the post. The morning will also be on sale at the news stands and on the streets. The regular edition will hereafter issue at 4 o'clock.

MATTERS MUNICIPAL.

The proceedings at Tuesday evening's Council meeting recall that two of the big problems before the City are that of water supply and sewerage. The expert engaged to look into the latter reminded he Council that the former was necessarily connected with it, and that it would be better to consider the two in their relationship than to delve alone into the ways and means for getting rid of the sewage. The relationship of the two problems is established largely by the question of what Edmonton is to be in the days that are to come. Were Edmonton to remain the Edmonton of today it would be comparatively an easy matter—though even so an expensive one—to solve the sewage problem. But Edmonton will grow. And this brings up the question whether it will not be necessary to establish outlets for sewage above the present intake of the water supply. To carry the whole volume of sewage and drainage water from the extreme western end of the city down a trunk sewer along Rat Creek would be an enormously costly undertaking and one which might be avoided by establishing outlets higher up stream. This would necessitate moving the intake for the water system farther up the river or abandoning the river altogether and finding a new source of water supply. The question is largely one for the scientists and the engineers. But this much is clear to the layman—that plans for the change should be considered well ahead of the time when the change must be made. We have just finished putting in a new pumping plant at the power house, and are at some stage or other in the erection of a suitable building over it. Under normal conditions we might consider the water question settled for a while and turn to other matters. But Edmonton is not a town under normal conditions nor likely to be so for many years. That we have met the need of the hour really means only that we have gained breathing time in which to consider how best to meet it when it comes up again as it must before many years, or how we can provide a permanent solution of the problem. Now, therefore, is the time to take up the matter of the water supply as well as that of the sewage disposal. To leave these for a year or two years would likely mean that the changes decided upon would have to be hurried through or that they would not be completed by the time they will be needed. The Council seem to have taken hold of the matter at the right end, and left it with the Commissioners to have Mr. Potter look into the water supply as well as the problem he came here specially to solve. By having such inquiry made now we will have time to determine which of the alternatives is best and to carry the conclusion into effect before the need is upon us.

* * *

The Council considered on Tuesday another matter of great importance, and did so in a most hopeful manner. It was the old subject of where the Commissioners should leave off and where the Council should begin. This question, of course, was supposed to be settled by the charter finally and unequivocally. But it has not worked out that way. The municipal bodies have been trying to interpret the charter ever since it was made, and so far have not got very much satisfaction out of the effort. On the whole we have been governed so far pretty much as we would have been governed if the charter had made no radical change in the theory of our government. The Council has been the "whole works" for one reason or another, or for several reasons. Of this the aldermen seem to be getting weary. This is hopeful. It indicates that when the matter has been settled it will not be resurrected by the present body at least. A council of inexperienced successors may some day get the notion that they should have a more detailed say in the run of things and again bring up the long disputed point. But it is not likely to be raised by any one who has served long in the Council during the past. Most of the aldermen who have retired have done so with the knowledge that they had served a strenuous term, and many of them have admitted that it might have been less strenuous if administrative matters had been left more fully in the hands of the men paid to manage them. Ex-Ald. Picard, who has served the town and city longer than any other at the Council board, dealt with the question not long since in a splendid letter published in these columns. His idea was that the reform which is generally admitted necessary in the system should begin in a popular demand. The Council seem quite ready to accede such demand, or even to take the lead in bringing the reform about. They will have the commendation of those who have observed with some attention the course of municipal affairs and who have—as most of them have—come to the conclusion that in this delimitation of the duties of the two bodies lies the way of a permanent betterment of our governing system.

* * *

The public will no doubt approve the proposal to hand over another $75,000 to the exhibition board. We are in the exhibition business, and the only way in keepng with the circumstances and with the object is to make it a success. There is no reason why the exhibition should become a sink-hole into which we will have to dump a large part of the taxes every year. If it does not degenerate into that, then the more money we put into it the better, for the more money that is properly employed the better the exhibition and the more useful to the city and the country in whose progress the welfare of the city is wrapped up. It would be penny-wise and pound-foolish, after having gone into the business as a municipal venture to let it languish or fail for want of capital. So long as it is run on business principles the more capital we employ in it the better, for it is employed in a worthy and useful cause. Incidentally, the exhibition board have done much with the grant formerly made them. When they began work the East End park was a park only in name and in the presence of trees. Now it is becoming a place of beauty. Aside from the preparation of the fair grounds much of the park has been brushed out and by mid-summer it will be a very attractive spot. In the fair grounds work is being pushed ahead rapidly. The brush has been cleared away, the ground is being levelled, the track graded, fencing erected, preparations are under way for building, and by the middle of August the grounds should be in good condition for the fair. The general scheme of improvement both of the fair grounds and the park seems good and though it will take years to work in all the details, the citizens will get a substantial return this season for the money they have put into the purchase and development of the property.

If you love your horses, and want an easy running wagon, you will buy the Massey-Harris "Bain."

THE MUSICAL FESTIVAL.

Alberta's annual Provincial Musical Festival is to be held next week. The festival opens with a band competition and male chorus competition on Tuesday evening in the Thistle Rink. On Wednesday and Thursday the other vocal, instrumental and choral competitions will take place in All Saints school room. Thursday evening a grand concert takes place in the rink under the distinguished patronage of His Honor the Lieutenant-Governor. The winning competitors in the festival, a massed chorus of 250 voices, a male chorus of 100 voices, and an orchestra of 50 pieces, will supply the programme, under the direction of Mr. Vernon W. Barford. From the first, the festival has been successful in drawing together the best of the vocal and instrumental talent from all parts of the Province. This year it promises to quite uphold the high standard previously attained. The interest shown is even greater than last year and the number of competitors will be larger. A gratifying feature is the increase in the number of competitors coming from other parts of the Province.

Alberta was the first of the Canadian provinces to hold a musical festival provincial in scope. Thanks to the hearty interest that has been shown and the loyal support it has received, the venture is now past the experimental stage and the gathering has become a fixed event in our calendar. Already one of the other provinces, Saskatchewan, has followed the lead; and there is hope that in time some of the older provinces—whose newspapers occasionally lament the tendency of western people to regard only material things—may develop the taste or enterprise to imitate the example of the two younger members in the Confederation family in the encouragement of good music.

The Toronto Globe and the Montreal Gazette seem to be suffering a fit of the doubts as to the commercial wisdom of the Hudson Bay railway. The Government, however, are not affected by the malady. The Minister of Railways declared most emphatically that the road is to be built without unnecessary delay and put through a vote of half a million with which to carry on the work. It was not to be supposed that the enterprise would be carried to completion without some show of hostility from the established centres of commerce and wealth. Because those are not the centres which will benefit chiefly from the road, lukewarmness undoubtedly prevails there regarding it, not unmixed with a degree of actual hostility. Fortunately the Government are not in the habit of looking on the adverse side of a project which affects the question of western development. In backing the Hudson Bay road against all-comers they are allying themselves with the future and with the part of the Dominion which will be able to make and unmake governments at no distant date. Of course, if the enterprise had no prospect but failure it would be foolish and improper to proceed with it, however badly one part of the country wanted it; unless an annual deficit were deliberately undertaken as a measure of necessity. Fortunately the prospect is that under proper management the road will be a success and not a failure. With that prospect reasonably assured it would be both poor business and poor politics to not go on with it.

PEARY SAILS TO EUROPE.

He Will Be Away About Six Weeks—Will Be Decorated Some.

New York, April 29—Commander Robt. E. Peary sailed on the steamer Kron Prinzessin Cecillie today for a lecture tour of England and the continent. He is accompanied by Mrs. Peary and their two children, and by Capt. Robert A. Bartlett, the Newfoundland skipper, who commanded the Arctic ship Roosevelt on the trip to the North Pole.

"I shall be away only about six weeks," Peary said. "I expect to be back in New York harbor on June 10. I shall deliver my first lecture in London on May 4."

His opening address will be delivered before the Royal Geographical Society, to which he is to tell the story of his pole trip. On that occasion, the society will present a gold medal to him and a silver medal to Captain Bartlett. In Rome, on May 20, the commander will receive another gold medal. In addition to those at London and Rome, he is to speak to the societies at Paris, Berlin, Brussels, Vienna and Edinburgh. He also will deliver an address in Budapest, Glasgow, Leeds, Aberdeen and other cities.

Premier Murray's Condition.

Halifax, N. S., April 29.—Dr. Bell of Montreal, arrived tonight for a consultation with Drs. Chisholm and Stewart on the case of Premier Murray. The three surgeons spent an hour at the hospital and it is understood were not at all satisfied with the condition of the sick man's leg. They will meet again at nine o'clock tomorrow morning. But there is no doubt an amputation of the leg will be

A. & G. W. R

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FRIDAY AFTERNOON.

Winnipeg, Man., April 29.—T
amination of G. D. Minty befo
commission this afternoon reach
farcical stage when the witness
a continued refusal to answer
tions on the ground that he wa
vileged as the solicitor of the C
West Construction company.
claimed that much of the kno
he had as a director of the
ways company he obtained as
tor of the Construction compan
on this ground refused to give
ers. The absurdity of the sit
was brought out by R. B. Bennet
sarcastic questioning on the
examination in endeavoring to
date at which his transition fr
condition of director to that o
citor gave him the right to priv

The commission were power
enforce their decision that
should answer certain questio
he said he was instructed to figh
ruling and it was up to the
toba courts and not the comm
to enforce the penalties agains

A feature of the afternoon w
brilliant word duel between
and Minty, which furnished a
ment to the audience. Each
at times, and it was difficult
which had the advange. Bitte
ing existed between the two and
retorts nearly reached the li
court etiquette.

The most important evidence
up to the present by Minty i
the two Clarkes are not connec
the financial arrangements an
B. R. Clarke president of the
struction company has no inte
the Waterways company and
versely that W. R. Clarke pre
of the Waterways has no inte
the Construction company.

Bennett in cross questioning e
ored to show that the last stat
was incorrect, but up to the t
adjournment he was unable
such admission from Minty. H
Bennett that Clarke got nothi
$50,000 stock and his salary
the railway, whereupon Harry
marked that the seemed philanth

Minty made one misstep duri
afternoon, when claiming privil
connection with the business
Construction company, in New
on November 5th, 6th and 7th
Bennett suddenly produced the
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showing that it was not incorp
till November 9th. Minty the
shifted ground, saying he was
for B. R. Clarke who became
dent. In giving evidence Mint
prepared for his assistance a
typewritten memorandum whi
frequently consulted as to date
incidents of the past three yea

He told the details of what
some time ago called a feat in
keeping whereby the $50,000
of the Waterways company was
ed in the Merchants Bank by
entry, and an over draft of
He claimed that this was pe
justifiable and not illegal.

Wanted Matters Pushed.

The examination of Minty w
sumed by Walsh when the C
sion met in the afternoon. C
produced the Minty letter to
which referred to the aid Cross
ed to procure at Ottawa. By
Minty explained, he meant th
eral assistance expected from
berta government.

He explained another letter
said they must act quickly
Globe was condemning $15,00
antee as $12,000 was sufficie
saying that he was desirous th
ter be rushed as public se
might be changed by such arti

As to Bond Sale.

Minty said he had no comm
tion from Clarke on the result
negotiations in England. He n
about the end of January 19
was told no details, just that
were progressing satisfactori
that he would later return to
and close them up.

"Who is the friend referre
the telegram?" said Walsh,
to Minty a telegram to Clarke
"Friend has started east,"
March 30th, 09.

"It referred to Cross."

"Had you and Clarke any
ment for meeting Cross in the

"No, I had not."

"Did you meet Cross in t
shortly after March 30th?"

"I have a memory of meeti
and the Premier in the
can't fix the date."

Witness later said he, Clark
erford and Cross were in O
April but remembered no
there. They were there on
matters.

"When was the next occa
met Clarke?"

"August, '09, when he return
England."

"Did you have any discu
the sale of bonds?"

"He told me he was sellin
Canadian terms, equivalent
England."

"Did he ever tell of a diff
rangement?"

"No."

"Did Clarke ever tell you
dicate of which he was a
was to purchase the bonds?"

"No. He told me there
commission in it for him,
other consideration, as the
shows."

A letter written from M
Clarke, referring to the plac
bonds on the market after
chase by Morgan & Co. conv
impression that Clarke still
interest in the bonds, but th
said Minty, that Clarke wa
completing the details
Morgans for their placing t
on exchange.

Capital Raised by Overd

Minty told of the financing
viding for the capital. He
$50,000 Waterways capital w
into the Merchants Bank, E
in cash. Clarke depos
money on October 2nd by
cheques on his account, wh
an overdraft to that extent.

"On what security was the
arranged for?"

"On Clarke's own security
bal arrangements," was the

"Then the company voted
of $50,000 to Clarke for his