

C. H. Gordon & Co. Have Purchased

the entire Bankrupt Stock of Messrs. Dixon and Cudde and have had it shipped to their store in Regina. They intend to clear out the whole stock in 15 days regardless of cost. Doors open and sale starts, Thursday, February 23rd, at 9 a.m.

The West.

REGINA, SASKATCHEWAN, WEDNESDAY, MARCH 23, 1910

Vol. 11 No. 51

FURTHER GRAFT DEALS ON TRANSCONTINENTAL

How Liberals Try to Conceal Facts--Trent Valley Canal Holdup--Enormous Over-Classification--Sworn Testimony of Engineers to False Statements--The Transcontinental was and is a Carnival of Graft for Heelers and Contractors.

The All-Grit Committee which is dealing with the Lumsden charges was exposed last week in a singularly crafty and impudent attempt to stifle investigation. As everyone knows the Conservatives on the Committee were treated with such persistent unfairness that they walked out. Naturally they were ready to discuss the matter in the House of Commons. But there is a rule that when a matter is before a committee it must not be discussed unless the committee reports. The Conservatives accordingly waited for the committee to report. But it did not report. This was very strange, for earlier in the proceedings of the committee, one of the Conservative members, Mr. Houghton Lennox, had carried through a motion that the proceedings of the committee, evidence and all, should be reported to the house, day by day. Thus there should have been a report to the house for every day on which the committee sat. Yet the All-Grit committee went on sitting, and there was no report.

The Conservatives investigated, and found out that the chairman of the committee, Mr. Victor Geoffrion, had garbled this resolution. He presented it to the house, merely that the committee had decided that the evidence should be printed, and omitted the information that the committee had decided to report day by day.

Thus the Liberal majority in its anxiety to postpone and indeed to stifle debate, altered the records of the committee. It evidently is afraid of discussion.

Graft on the Transcontinental It will be remembered that Mr. Lumsden gave a number of instances of over-classification on the Transcontinental Railway. Some further examples may be quoted.

Case No. 4--On this stretch the government engineers returned the work as 5,790 yards solid rock, 3,850 yards loose rock, 5,380 yards common excavation. On these figures the contractor would get \$11,735. Mr. Lumsden declares that there was no solid rock at all, and only 1,000 yards of loose rock. On these figures the contractor should have got only \$3,440. Thus there was an over-payment of \$8,295 or 241 per cent.

Case No. 6--Here the government engineers allowed the contractor 3,440 yards solid rock, 4,329 yards loose rock, and 4,143 yards earth. These would amount up to \$10,303. Mr. Lumsden says the correct figures should be: solid rock 10 yards, loose rock 360 yards, earth 21,608; costing \$4,702. There was an excess of \$5,600, or 119 per cent.

On these six cases so far examined work out as follows: No. 1--Proper cost, \$4,420; actual cost, \$14,636; over-payment, \$10,216, or 230 per cent. No. 2--Proper cost, \$1,735; actual cost, \$7,711; over-payment, \$5,976, or 344 per cent. No. 3--Proper cost, \$1,059; actual cost, \$4,198; over-payment, \$3,138, or 298 per cent. No. 4--Proper cost, \$1,616; actual cost, \$5,857; over-payment, \$4,241, or 262 per cent. No. 5--Proper cost, \$3,440; actual cost, \$11,735; over-payment, \$8,295, or 241 per cent. No. 6--Proper cost, \$4,702; actual cost, \$10,303; over-payment \$5,600, or 199 per cent.

On the whole six cases the figures are: Proper cost--\$16,972. Actual cost--\$54,440. Over-payment--\$37,468. Or 220 per cent. That is the work cost more than twice what Mr. Lumsden, the government engineer, says is right.

A Double Game Mr. Houghton Lennox has uncovered a singular scandal in the administration of the Railway Department. Farmers living near Hastings, Ont., have been asserting that the building of some dams on the Trent Canal have flooded their lands, and compensation proceedings having been in progress. The valuator was a surveyor named Dickson. The interests of the government from a legal standpoint were looked after by L. F. Clarry, who was the Liberal candidate in the Provincial election of 1908 for East Northumberland. Letters were produced by Mr. Lennox in the House of Commons to prove that Clarry while acting for the government, also acted for the

claimants. There was read a letter from him to a farmer named Graham whose brother was a claimant. Here it is: "Hastings, Ont., Feb. 9, 1909. "Mr. Graham, Westwood, Ont. "Dear Sir--Enclose you will find a retainer which I will ask you to kindly have your brother fill in and sign in your presence. Please then return it to me. I am glad to advise you that I am having good settlements with nearly all my claims, and I think your brother will be dealt with all right. Have him hang out for 12 or 15 acres, and show where the water flows in the spring, and make the settlement with Mr. Dickson and I will be perfectly satisfied. "Yours truly, "L. F. CLARRY." (Signed) L. F. CLARRY."

The retainer was made out in this way: "I, \_\_\_\_\_ of the township of Asphodel, in the County of Peterborough, do hereby request and authorize L. F. Clarry, Esq., solicitor of Hastings, Ont., to make claim on my behalf against the government of Canada for damages to my lands in the township of Asphodel, caused by the flooding of the waters of Rice Lake, and I agree to pay to the said L. F. Clarry a commission of 20 per cent. of all moneys awarded to me as damages aforesaid for his fees and compensation are awarded to me. I am to pay nothing. "Dated the 9th day of January, A.D., 1909."

Thus we have the solicitor and the valuator going hand in hand and we have the fact--for I am told it is a fact--that although these gentlemen had never approached this gentleman in any shape or form or suggested they had any claim, this letter is sent out by the hand of whom? By the hand of Mr. Dickson, the government valuator, and sent from the solicitor. That is the way the Laurier Government does business.

Enormous Over-Classification The Conservatives last week succeeded in extracting some remarkable information regarding the National Transcontinental Railway. For one thing, it has cost so far, up to the end of 1909, no less than \$67,890,000; and there is an enormous amount of work yet to be done. Not much over half of the grading has been done, and about one-third of the track laying.

The serious thing is that there is over-classification on all the lines on both sides of the 1,800 miles. The minister of railways gave information in the 21 cent report into which the line has been divided. In every one of these there is exhibited a shrinkage of the earth, or common excavation. In nearly all of them the rock estimates have been enormously exceeded, though the work is anything but completed. Here are two examples:

No. 5, commonly known as the Wilk Kitchen contract, is 73.6 per cent completed. The government engineers estimated that this would be as follows: Solid rock, 252,893 yards, costing \$376,810; loose rock 971,224 yards, costing \$339,928; common excavation, 1,224,284 yards, costing \$293,828; total, \$1,010,567. Although the work is not three-fourths done, the returns show: Solid rock, 901,139 yards, costing \$1,193,771; loose rock, 442,817 yards, costing \$192,085; common excavation, only 163,828 yards, costing \$39,218. total, \$1,425,178. Already there is an excess of \$415,000 above the estimate, and there is much work yet to be done.

Contract No. 10, Macdonell and O'Brien's, West of Quebec, is 87.7 per cent finished. The government engineers estimate was: Solid rock, 776,161 yards, which would cost \$1,164,241; loose rock, 278,552 yards, costing \$139,276; common excavation, 4,508,480 yards, costing \$946,780; total, \$2,250,297. The returns so far show 2,849,832 yards solid rock, \$4,274,748; 1,351,519 yards loose rock, costing \$675,759, and only 1,552,321 yards common excavation, costing \$325,989; total \$5,276,496. And there is over a million dollars worth of work to be done before the contract will be finished.

The taxpayer should bear in mind that this sort of thing is going on all over the whole system, from end to end. Now, how was this worked? The Lumsden enquiry is showing it, des-

perately as the Liberals are trying to burke it. Bear in mind that Mr. Lumsden could not dismiss the engineers who did wrong. Bear in mind that when he found fault with them, the commission rallied to their support and gave him to understand that the engineers must be supported. Bear in mind that Mr. Lumsden resigned his \$6,000 a year position rather than approve it. Now, this is the sort of thing of which he complained, and which accounts for the enormous rise in the cost of the line. What follows is sworn evidence, before three first-class engineers, Collingwood Schreiber, B. B. Kellier, chief engineer of the G.T.P., and Mr. Lumsden: Division Engineer Bourgeois, district "B" was interrogated by Mr. Collingwood Schreiber thus: Q--Did you or your staff, in any one case under your instructions, classify solid rock by percentage? A--Well, every cut is classified by percentage, that is where there is solid, loose rock, or common excavation. Q--Do you consider that is measuring rock, according to the specifications? A--Yes. Q--Have you ever given any instructions to classify by percentage? A--Certainly, I have given those instructions. Q--Do you consider that measuring? A--Yes, that is measuring. Q--In looking at a cut, could you say, well there is 20 per cent. of common excavation, 50 per cent. of loose rock, and 30 per cent. of solid rock? A--Yes. Q--Is that measuring? A--Yes. Q--Is that the way you did? A--We have done so in a few places. Q--Have you done so in many cases? A--Yes, probably. Q--Do I understand you in a great many cases? A--Yes, in a great many cases. That means that Mr. Bourgeois did not have his men measure the rock and loose rock and earth, but ordered that the contractor be paid for so much rock and so much loose rock whether it was there or not. Again Resident Engineer McHugh, Section F, swore that when he found pure clay or cemented gravel he called it loose rock; and that when still softer earth was frozen he allowed a percentage of it as loose rock. Resident Engineer Phillips, Section F, swore in effect that he faked his note books to deceive Mr. Lumsden. He swore first that he arrived at the quantities of solid rock and boulders by percentage. Then he was asked why he indicated "assembled rock" on his cross-sections. He answered that he understood that he had to do this to "balance percentages." Mr. Lumsden asked, "this assembled rock was merely a percentage you believed to be the cut?" A--That is correct. Interrogated by Mr. Kellier, as to his method of locating the boulders or assembled rock, the witness replied, "We had to put in a percentage," the same way in that. Q--You had to keep within his (the chief engineer's) instructions? He would not accept percentages? you had to show exact measurements? A--We had to show them in our cross-section sheets. Q--How did you locate the exact position of assembled rock, which you had previously turned in as boulders scattered over the whole country? A--We could not locate them. Q--The locations shown on cross-sections are imaginary? A--Yes, sir; for assembled rock. Q--Did you or did you not measure each boulder for the solid rock and boulders? A--No sir. Q--Did you measure each boulder for the loose rock returned? A--No sir. Resident Engineer Millar swore he turned in frozen earth as loose rock, paid 60 cents a cubic yard for what paid 30 cents a cubic yard. Resident Engineer Bell admitted on oath that the loose rock he turned in was gravelly clay. District Engineer Poulin who was over those last-named engineers, and who replaced Major Hodgins when he refused to over-classify, admitted that he knew that this robbery was going on. More than that, he instructed his engineers to put that in false returns which would give the contractors double the money to which they were entitled. "I fake full responsibility," he said, "for telling my engineers to return frozen material as loose rock." That is how Laurier is finishing his Work.

It is probable that in the near future a temple of the Mystic Shrine will be established in Regina. At a recent meeting held by Shriners in the city it was decided to take up the question of establishing a Shrine in Regina with the Imperial Council and for that purpose Heers, Logan and Sneath will go to New Orleans to communicate with the chief officers.

WESTERN CHARTERS

C. P. R. Line from Regina to Prince Albert Approved--Much Opposition to Blanket Charters.

Ottawa, March 21--Messrs. Neely, Martin, Cash, Rota, and Clark, members of the Commission and Senator T. O. Davis, appeared before the minister of railways today and expressed their views as to route maps submitted by a member of railway companies by a number of railway companies.

Mr. Knowles, M.P., was absent but sent a letter expressing his views. John T. Moore, president; J. Grant Macgregor, chief engineer and Alexander Smith, solicitor, appeared on behalf of the Alberta Central Railway company. Without any dissent, the minister of the company, Mountain Deer, westerly to Rocky Mountain House was approved. As the plans, profiles, and book of references, have been prepared, it is expected the line will be constructed by December 1.

The C.P.R. applied for the location of a line from Regina to Prince Albert and its line was approved for that distance with the exception of ten miles on each side of the village of Howell.

The route map of the Canadian Northern Railway Company, of a similar route was approved from Craven, near Regina, to Plunkett, near Brum, south of Prince Albert and the C.N.R. had also a route map approved from Moose Jaw, southeasterly to meet its line which is being projected westerly from Manitoba, through Saskatchewan to Alberta. Some slight revision in the route map of the Grand Trunk Pacific between Regina and Prince Albert was made near Regina and near Prince Albert and a slight revision was made in the British Columbia section of the railway, which is controlled by the C.P.R. between Eiko and Wardner.

Representatives of the Western provinces who were present objected vigorously to route maps being approved of without anything being done. It was stated that if farmers' wheat could be carried on red lines that the west would have an overflow of transportation. Mr. Graham pointed out to the representatives of the various companies present that the day would shortly come when blanket charters would not be granted and companies would not be allowed a choice of several routes. They would be allowed either use it or abandon it, before they would be given another location. He thought the railway committee and especially the people were getting tired of proposals to build and delays ranging from two to 25 years.

C.N. Atlantic Line Montreal, March 20--It is announced by the Canadian Northern that their new trans-Atlantic service, the "Royal Line" will make its initial sailing on May 12, when the "Royal Edward" will sail for Montreal from Bristol reaching here on the 18th or 19th, and starting back on the 26th. The other boat, the "Royal George" will leave Bristol on May 26 and sail from Montreal on May 9. Thereafter the service will be continued fortnightly between Bristol and Montreal, with Thursday as the sailing day. The "Royal George" and the "Royal Edward" are the "Calro" and "Heliopolis," recently purchased from the Mediterranean service by Mackenzie and Mann, which have been overhauled for the Atlantic trade and christened for the "Royal Line." It is expected they will prove the fastest on the Canadian route.

At a meeting of the Saskatchewan Swine Breeders' Association held in the city yesterday, A. B. Potter was re-elected president, M. Brennan, vice-president, and the following to the executive committee: J. M. Stowe, A. J. Quigley and C. G. Bulstrade.

WRIGHT BROS. Undertakers and Embalmers.

Day Phone 53 Night and Sunday Phone 141 Regina, Sask.

R. H. Williams & Sons, Ltd.

THE GLASGOW HOUSE Departmental Stores



Not for many seasons have we been able to show you such a wide range of such excellent values in Whitewear. Every garment shows style, careful making and perfect fitting qualities from the lowest priced to the best. In many lines we can give you the entire sets to match. Ask to be shown when you visit our Ladies' Wear Department.

NIGHTGOWNS From 75 Cents to Five Dollars we show a very complete assortment. All qualities, in either Slip-over or Button Front styles.

SPECIAL Fine Longcloth Gown, Slipover style, with short sleeves. Embroidery trim around neck and arms. Each \$1.00

SKIRTS Our range of prices for Skirts is from 65 Cents to \$8.50 each.

SPECIAL Fine Longcloth Skirts with lace or embroidery trim and dust frill. Plounce finished with clusters of tucks. \$1.00

PRINCESS SLIPS Beautiful one-piece garments that fit perfectly. These have the yokes trimmed with Maltese lace or embroidery and the Skirts have trimming of same. Each \$4.25 and \$4.50

DRAWERS We have Drawers from 25 Cents upward to \$3.50. Every line in either open or closed style.

CORSET COVERS From 25 Cents, each to \$3.00.

INFANTS, CHILDRENS, MISSES WHITEWEAR A full range in all qualities.

CHILDREN'S ROMPERS Or washable Gingham, each 60c.

Bad Wreck ON THE SOO Scene of Wreck at Bismark--Twenty Passengers Seriously Injured--No Fatalities Expected.

Bismarck, N.D., March 21--The Soo passenger train, due here from Minot at four o'clock was wrecked about a mile from the city at 4:30 this afternoon. The wreck occurred within a few feet of the walls of the state penitentiary. There were about twenty people injured, two or three of them seriously, and the rest with bruises about their heads and bodies. Eighteen of them have been taken to the hospital where their wounds were dressed and ten of them have been kept there for further treatment.

The injured are: Mrs. Irving, Wilton, N.D., severe bruises about head and has been unconscious since taken from the wreck; Mrs. Darlow, severe wounds and has been unconscious since she has been taken from the wreck; Dr. Sawyer, of Washburn, has severe cut over eyes. The above three are the most seriously injured and while the two ladies are unconscious at present, there are no indications that their injuries will prove fatal.

Thrown About the Cars Where the injured received their wounds was about the heads and sides, caused by being thrown about the cars, and the following have been taken to the local hospitals for treatment: O. C. Gross, Underwood; Mrs. Eva C. Booth, Wilton; Louise Fisher, Garrison; ohn Hughes, Rugby; Jos. Fredericks, Garrison; Anton Borose, Chaska, Minn.; J. C. Hendricks, Mandan; Andrew Attinsky, Dogden; C. J. Peterson, Wilton; D. E. Bigelow, Bismarck; Wm. Voss, Garrison; W. W. Good, mail weigher, St. Paul; G. A. Peterson, mail clerk, Bismarck; Jacob Diele, Linton; John Springs, colored porter; Supt. Derricks, private car.

A Wheel Came Off The train was running about 20 miles an hour when the tire of a wheel on the smoker came off, and as the train was going round a curve the wheels slipped from the track and the mail car, Supt. Derrick's private car were thrown upon their sides and dragged for a distance of about one hundred feet. The engine was partly tipped over and is standing now on the wheels at the edge of the rails. Officials say the track will be clear for the passage of trains by noon tomorrow. All of the passengers hurt were injured by being thrown about the cars and by being cut by falling glass. It was necessary to cut holes in the roofs of the cars in order to get the people out. There were about sixty passengers on the train. Supt. Derrick was not in his car as he had left it at the last stop. Direct Assistance Vancouver, B.C., March 20--A very enthusiastic non-political mass meet-

R. H. Williams & Sons, Ltd.

THE GLASGOW HOUSE Departmental Stores

Whitewear Of Quality

Not for many seasons have we been able to show you such a wide range of such excellent values in Whitewear. Every garment shows style, careful making and perfect fitting qualities from the lowest priced to the best. In many lines we can give you the entire sets to match. Ask to be shown when you visit our Ladies' Wear Department.

NIGHTGOWNS From 75 Cents to Five Dollars we show a very complete assortment. All qualities, in either Slip-over or Button Front styles.

SPECIAL Fine Longcloth Gown, Slipover style, with short sleeves. Embroidery trim around neck and arms. Each \$1.00

SKIRTS Our range of prices for Skirts is from 65 Cents to \$8.50 each.

SPECIAL Fine Longcloth Skirts with lace or embroidery trim and dust frill. Plounce finished with clusters of tucks. \$1.00

PRINCESS SLIPS Beautiful one-piece garments that fit perfectly. These have the yokes trimmed with Maltese lace or embroidery and the Skirts have trimming of same. Each \$4.25 and \$4.50

DRAWERS We have Drawers from 25 Cents upward to \$3.50. Every line in either open or closed style.

CORSET COVERS From 25 Cents, each to \$3.00.

INFANTS, CHILDRENS, MISSES WHITEWEAR A full range in all qualities.

CHILDREN'S ROMPERS Or washable Gingham, each 60c.

Money to Loan

On Improved Farm Lands and City Property FIRE INSURANCE--We represent some of the oldest, largest companies in the World, and their rates are no higher than those charged by the "weak ones"

FOR SALE FARM LANDS CITY PROPERTY PLATE GLASS INSURANCE HEALTH AND ACCIDENT INSURANCE BONDS

P. McARA, Jr. 1837 South Railway Street Phone 118

Just Test a Chatham Fanning Mill

It will not only take ALL the Oats out of your Seed Wheat and the Wheat you sell, but it will grade your Wheat, separate the shrunken, immature and undersized grains, which you can profitably feed your stock. It will positively add 10c a bushel to the value of your Seed Wheat and 5c a bushel to the price you get for what grain you market.

WORKS EASIEST. CLEANS FASTEST. HANDLES 1,000 BUSHELS A DAY.

No machine for the purpose runs anywhere near as easy as the Chatham. None other will clean, grade and separate from 500 to 1,000 bushels of grain a day, doing the work perfectly--taking out weed seeds and all oats or faulty grains. We absolutely guarantee this mill to do all we claim it will do. Test it for yourself and you will know it outclasses any fanning mill on the market. Call and see it at our Warerooms, 1743 Rose Street.

W. J. M. WRIGHT R. E. Mickleborough's Old Stand, Rose Street

ing was held here last night to discuss the naval policy of the Dominion. The following resolution was put and unanimously carried: "That this meeting endorse the present policy of the government as the best permanent policy for the Dominion, but recognizes that an emergency exists and urges additional contribution in Dreadnoughts or cash to the Imperial authorities, under such conditions as shall be mutually agreed upon."

And further, that the entire naval service of Canada shall pass automatically under the control of the Imperial authorities on the first threat of war. Baseball The annual meeting of the Western Canada Baseball League was held in Moose aw on Saturday and every club was represented. The season will open on May 4th. A schedule committee composed of Blackburn, Grey and Eckstorm was appointed. Art Smith represented the Regina club. Imperial Bank of Canada HEAD OFFICE, TORONTO Capital Authorized \$10,000,000 Capital Paid Up 5,000,000 Reserve Fund 5,000,000 D. R. WILKIE, President. HON. ROBT. JAFFRAY, Vice-President. AGENTS IN GREAT BRITAIN: Lloyd Bank, Ltd. 71 Lombard St. London BRANCHES IN PROVINCES OF MANITOBA, SASKATCHEWAN, ALBERTA, QUEBEC, ONTARIO, BRITISH COLUMBIA. Farming and general business transacted. Savings Bank Department Interest allowed at current rates from date of deposit. REGINA BRANCH J. A. WETMORE, Manager

NG

Co. LIMITED