

PRINCE ALBERT (SASK.) SET BACK 25 YEARS THROUGH ACCEPTING MITCHELL'S REPORT ON HYDRO

The City Spent \$1,255,000 for a Useless Mass of Concrete — Engineers' Plan Had to be Abandoned Because It Would Cost Several Times the Estimate, and Because the Flow of Water Had Been Grievously Miscalculated—Mitchell's Admitted Figures in Estimate Were "Very General."

(From Toronto Telegram, April 1st.) Prince Albert, Sask., April 5.—(Staff Special.)—Twenty-five miles down stream stands a huge pile of concrete and steel, blocking the North Saskatchewan River at Laclois Falls, thus evidence of some one's colossal blunder. It is a grim monument of Prince Albert's disastrous venture in hydro-electric field. In cash it cost the city \$1,255,000. Measured by other standards the loss is incalculable. Mayor T. G. Davis told The Telegram man he believed the miserable affair had set Prince Albert back twenty-five years. City Clerk Webb agreed with this estimate of indirect damage wrought. Secretary Mitchell of the Board of Trade thought it had arrested the city's progress by only twenty years. All agreed it was the chief contributing factor that forced the city to default on its bonds. Only business sagacity of the British bond holders and their confidence in the integrity of Prince Albert people and the river's flow and volume at Prince Albert were the ultimate factors which saved the additional humiliation of court proceedings and bankruptcy. Meanwhile the whole project has been dropped. The 700 workmen were discharged and the work abandoned in 1914.

Mitchell of Toronto, the consulting engineer, he was employed to make the preliminary survey and the ultimate survey on which the gigantic project was raised. The total engineer's bill Prince Albert paid was \$37,123.13. Of this amount Charles H. Mitchell received \$15,783.25 according to the records. No Prince Albert people laugh at a disconcerting manner when Mitchell's name is mentioned in connection with the great Chippewa project and the Royal Commission. "They don't believe it. The public ownership spirit is very strong here. It has been somewhat bent by this miserable experience, but not broken."

Prince Albert has eight thousand inhabitants. It is the centre of probably the richest section of the northwest. In 1908 the people got tired paying an extra cost a week for their light. They had a well administered public utility, but coal to generate electricity was costing approximately \$10 or 12 per ton here, and the price could not be reduced by steam power.

Relief Through Hydro. In 1904, H. C. Beatty, then secretary of the Prince Albert Board of Trade, was instructed to employ an engineer to investigate the possibility of a hydro-electric project here. The city is in a sweeping bend of North Saskatchewan. Laclois Falls presents a drop in the river level below the city of some twenty-five feet. C. H. Mitchell came to the city, and after an exhaustive investigation made a report to Board of Trade. It was most sanguine. In 1908 the city began its negotiations with W. W. Morley, Mayor. He is living in California now. The city officials in any way connected with the enterprise were driven from power when the attitude of the fully dawned on the electors.

Mitchell's Plans. The council in 1909 authorized C. H. Mitchell to again make surveys, investigate, and prepare a report upon which, if favorable, plans could be drawn and contracts for the work awarded. He submitted his conclusions in a thirty-five page pamphlet, with drawings, and what appeared to be ample data. The Amburson Construction Company of Montreal was employed to do the work, with Mitchell as consulting engineer. The operations were based upon the engineer's data, conclusions and advice. In length the dam was to be 765 feet, but only 293 feet were completed. Then the project blew up. It developed that the volume of water was not sufficient to justify the undertaking. The minimum flow of the river was much below the calculations. The morose continuance of power that could possibly be developed under the plans on which the big work had proceeded so far was so small that it was wholly uneconomical, as the electric steam turbines that would have to be maintained for those

MR. MITCHELL'S EXPLANATION.

"Yes, the preliminary figures were very general. The work was done on a percentage basis and my later estimates were prepared in conjunction with the engineers of the construction company. As I say, the early estimates were of a very general nature."

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Send Holders to Get Money.

Thus the bond holders will at least get their money back ultimately. The city obligates itself to begin to accumulate a sinking fund in 1924. City Clerk Webb said they would put in the bank thirty-seven thousand in this sinking fund annually, which in the forty years, with the accumulated and compound interest, will pay off the funded debt and clear the city's good name. So the increased tax burden will not begin until 1924. Just now it is forty-three mills on the dollar, and Webb told The Telegram man if it had not been for this disastrous hydro affair the city of Prince Albert would be the lowest in tax rate on the continent. The next Toronto engineering firm that does business in Prince Albert will have some figuring to do. In fact, the incident had rather a bad impression of Toronto engineers all over the west. It is no reflection on the Federal authority that Prince Albert was not reimbursed for the city's share of the cost of the dam. The dam was not completed, for it is as worthless as the balance of the uncompleted enterprise. Water won't flow uphill into the lock without aid of the dam.

All Suspicion Of Japan Over

General Tanaka Thinks United States Modifies Feeling and All Is Rosy.

Tokio, April 5.—The belief that American suspicion toward Japan is now dispelled was expressed by General Baron Tanaka, ex-minister of war and successor to Prince Yamagata in the leadership of the Chuo Club. In an exclusive statement to your correspondent on his return from the Philippines. General Tanaka said: "In the eyes of the world Japanese ascendancy during the past half century has been somewhat spectacular, therefore the direction of her national policy sometimes has been made the object of sensational speculations. To my mind the source of the unfortunate rumors which have been freely circulated in regard to American-Japanese relations is mainly traceable to this psychological state of uncertainty. But, since my arrival from Manila, I have been exceedingly delighted to find out that the menace of such aspersions has now been entirely eliminated. Moreover the most cordial feeling of friendliness has been expressed toward Japan by the full-hearted welcome extended to me by the Government and people of the Philippines. It is a matter of profound gratification for the future development of our traditional friendship with the Philippines and the United States that we can always depend on the assiduous co-operation of such great Americans as Governor Wood."

"It is my earnest expectation that the future will bring closer relations between the islands and Japan, commercially and otherwise, with the resultant exchange of common interest and mutual respect which will constantly serve as the cornerstone of peace and progress in this part of the Pacific."

City Was Warned.

He said, with a grim smile, that most of the men were found in cut-throat way places in the building, but the most important in a secret drawer in what appeared to be an unused desk in the basement. Just who would be the culprit in destroying this mass of record evidence of Prince Albert's shame is not even suggested. Just how much has been lost, in fact, is not known, but it is of record that the city officials were warned by a Toronto engineering firm as well as others before the work was proceeded with of the river's minimum flow being inadequate for the hydro-electric project as outlined, and even by the Federal Government. However, the warning from Ottawa did not come in time to have saved the original investment. Today this affair offers no vital small representations were being made concerning reimbursements to the city for some \$400,000, which the Federal Government was to pay for the ship canal in aid of the river's navigation.

Prince Albert wiggled out of its immediate financial difficulties through the foresight and generosity of the British bondholders, however humiliating the situation was that caused them to secure a compromise. But they have not yet begun to see the full weight of taxation that must be imposed before the bill for this colossal simplicity is paid.

Almost a Panic. When the great hydro project was abandoned the community was in a good deal of a panic. The bonds were falling due in 1919 for this particular folly and they could not be paid. They had been sold as low as 75¢, being interest at 4½, which really netted the purchasers about 5½ per cent. In a meeting in Toronto in 1919, with Wood, Gundy Company acting for the British bond holders and other holders of Prince Albert securities, it was agreed the whole should be refunded for a period of forty years. This total was \$8,795,000. Of this amount \$1,578,000 was represented by the bond issue of the hydro-electric project. So, of the menacing debt of the city, just one-third is accounted for from that source. The arrangement made was that for the first five years the city

By-Law Cases In Police Court

Emery Campbell, Daniel Dougherty and Louis Hayes Fined—Jas. Levine Charged With Theft.

Several by-law cases were dealt with in the police court yesterday morning. In addition there was one case of trespassing and one of vagrancy. Emery Campbell pleaded not guilty to a charge of allowing his car to stand on Union street for two hours on Sunday evening, without head or tail lights showing. Policeman Hughes and Melness gave evidence. The defendant was fined \$10. Daniel Dougherty pleaded guilty to a charge of exceeding the speed limit and was fined \$10. The case against Louis Hayes, charged with driving his horse and buggy on the wrong side of Union street, was completed, after the evidence of Policeman Hatt and A. Levine had been taken. A fine of \$10 was struck.

The case against Max Schechter, charged with keeping his second-hand store open after ten o'clock, was resumed. The defendant said that he had closed the shop at ten o'clock, and was just fixing things up for the night when Policeman Bettle arrived. The case was postponed until Friday morning, to enable the prosecution to procure more witnesses. K. A. Wilson appeared for the defendant.

Jas. Levine appeared in answer to a charge of trespassing on the property of the C. N. R. and of stealing coal there. C. N. R. Inspector Ryan gave evidence. The case was set aside for the time. Berthold Zelmann appeared on the charge of vagrancy, and was remanded. Policeman MacFarlane testified that he saw the accused wandering about on Douglas avenue at 2:15 o'clock yesterday morning. The charge of drunkenness, and was fined \$5.

Royal Wedding Changes Many Names In Honor of Event

Many Changes in Signs and Names of Shops, Bungalows, Houseboats, Etc.

London, April 5.—In the wake of the marriage of Princess Mary to Viscount Lascelles, a countryside craze has developed for naming children and things in honor of the occasion and its principals.

From different parts of the country come reports of such names as "Royal Wedding Hill" and "Princess Mary Shaw." Innumerable Harrys, Marys, Alexanders, and so on, figure in registrations of the past few days. Painters and sign writers testify to a mild boom in their art owing to the many changes in signs and names of shops, bungalows, houseboats, houses, etc., in order to give them a "topical" touch.

Inns in all parts of the country are being named "The Princess Mary" or "The Royal Wedding" as substitutes, according to reports, for German and other names that have survived the war.

Preparations for the coming season at great resorts include the labelling of bathing suits with such names as "Maryland," "Maryville" and "The Princesses."

Obituary

Mrs. S. S. Glover. John A. Brooks, clerk to Mayor Schofield, received a telegram at noon yesterday announcing the death of his sister, Mrs. S. S. Glover, at the home of her daughter in Brookline, Mass. Mrs. Glover was ill for about two weeks and news of her death came as a great shock to relatives in the city. She is survived by her husband and one daughter, Mrs. W. E. Walker, of Brookline; four grandchildren; one brother, Mr. Brooks, and three sisters, Mrs. W. J. Nadeau, and Mrs. E. E. Edgerton of St. John, and Mrs. John Campbell of Roxbury, Mass. On account of the illness of his wife, Mr. Brooks was unable to go to attend the funeral, which will take place on Friday afternoon, but Mrs. Edgerton left on last evening's train for Boston. Many friends in the city will sympathize with the family in their bereavement.

George Hamilton. George Hamilton, a tailor, who was found unconscious on the floor of his shop at 128 Union street, Tuesday morning by Detective Biddiscombe, died in the General Public Hospital yesterday morning at 2 o'clock. The cause of death is not yet known. Mr. Hamilton was sixty years of age and leaves a wife, one son and one daughter, now residing in Boston.

LeBaron Emery. Mrs. L. J. Finley and Mrs. J. L. Finley returned Tuesday from Somerville, Mass., where they were attending the funeral of their brother, LeBaron Emery, a former resident of St. John. Mr. Emery died on last Wednesday after a brief illness with pneumonia. Besides his sisters, he leaves his wife, one son, Oliver, and two brothers, George and Edward, all of Somerville. He was a son of the late John Emery of St. John, and left St. John for the United States some thirty years ago.

Funerals

The funeral of Mrs. Matilda Jane Bates was held yesterday afternoon with a short service at her late residence, 30 Duke street, after which service was held in St. John's (Stone) Church. Both services were conducted by Rev. A. L. Fleming. Interment was in Fernhill. The funeral of Joseph C. Whittaker was held yesterday afternoon from his late residence, Rotheray avenue, to the Methodist burying ground. Rev. A. L. Tedford conducted service.

You are cordially invited to attend a free Demonstration of Baking

conducted by a practical and experienced Domestic Science expert, a member of the Educational Department of E. W. Gillett Co. Ltd., manufacturers of Magic Baking Powder, under whose auspices this demonstration is held.

At the following stores:
WALSH BROS., L. B. WILSON, COUGHLAN'S CASH
Haymarket Square 231 Prince Edward St. GROCERY, 73 Sydney St.
E. WETMORE, WM. PARKINSON
30 Stanley St. 113 Adelaide St.

Hungarians Deny They Can Pay Their Reparations Bill

Czech Premier's Statement They Can Pay Founded on Wrong Information.

Budapest, April 5.—The interview which Premier Benes of Czechoslovakia gave your correspondent was reported in Vienna and Budapest papers and has been widely commented upon and has influenced Hungary's Geneva programme.

Your correspondent is informed that ex-Minister of Finance Tieszkits, Hungary's economic delegate to Geneva, has developed the plan for a custom's union of the secession States which he had intended to present at Geneva. He has converted the industrialists and the Government but the hostility of M. Benes, instead of his expected support, caused the withdrawal of the commercial federation programme. The Hungarian ambassador in Vienna published a semi-official statement referring to the interview, saying: "The Czech premier's opinion is probably founded on wrong information of Hungary's resources. Although agricultural products are normally sufficient to satisfy our own food requirements, so many commodities must be imported in consequence of the nation's dismemberment that even in case of an excellent harvest the export of grain cannot make up the necessary imports."

The unavoidable imports of the last nine months, for instance, were 29,000,000 crowns, against 18,000,000 crowns of exports.

"The best proof of Hungary's economic deterioration is the Zurich quotation on the Hungarian crown, which at the end of the war was forty-two centimes, in 1921, after Bolshevism, it was still twelve centimes, now it is only one-half centime. The disaster of last fall also upset the budget so that no tax measures can remove the deficit. Reparations, therefore, cannot be met, and foreign capital is necessary to save the country."

Ten Highwaymen Held Up Train

Daring Gang's Mistake — Wanted "Silk and Money" — Special-Escape in Automobile.

Poughkeepsie, N. Y., April 5.—A band of ten train robbers held up a New York Central Railroad freight train on a lonely stretch of road between Beacon and Poughkeepsie early yesterday morning, forced up the train crew at the points of pistols, forced the engineer to uncouple his big mogul engine from the train and drive away toward Poughkeepsie, and then broke into seven freight cars loaded with merchandise in shipment from New York to Chicago.

This is believed to be the first time that a road western train robbery has been attempted so close to New York city, in recent years at least. It is not known whether the train robbers stole any goods from the cars they broke into. The train was taken to South Albany for a check on its contents to discover whether anything was missing. Possibly the robbers took nothing, for it is considered practically certain that the loot they were after was the millions of money and goods in the New York to Chicago "silk and money" special, which passed the point of the hold-up fifteen minutes before the train that was stopped. In the train they held up, the contents to discover whether anything was missing. Possibly the robbers took nothing, for it is considered practically certain that the loot they were after was the millions of money and goods in the New York to Chicago "silk and money" special, which passed the point of the hold-up fifteen minutes before the train that was stopped. 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