

HOMESTEADS TAKEN AWAY

Peter Veregin Complains of the Treatment Given the Doukhobors.

Peter Veregin, leader of the Doukhobors at Veregin, Sask., who is Winnipeg with a committee of his fellow colonists for the purpose of purchasing implements, dry goods and other requirements for the community, was interviewed at the Mariaggi hotel on Monday.

Mr. Veregin does not speak English, but with the assistance of an interpreter he gave a number of interesting details to a Free Press reporter.

"Our purchases," he said, "will total in value between \$35,000 and \$40,000, equally divided among the implements from the manufacturers and in dry goods.

"Last year our crop would total about 1,000,000 bushels, wheat and barley about one-third and the balance oats.

"We would have done much better had we been allowed to retain our land as was at first arranged when we settled in the country, but of the 2,000 homesteads we were to have for our community, 1,500 have been taken away from us, notwithstanding the fact that we had cultivated a good portion of the land. Although we were deprived of these 1,500 homesteads, the \$10 we paid for each homestead entry fee was withheld, a total of \$15,000. The government has apparently changed the regulations since we came out. We were guaranteed that we could live as a community in villages, but this stipulation has not been allowed, and because we refused to separate, the land, much of which we had cultivated, has been taken from us and given to other parties who in their turn, have offered it back to us for sale at \$10 per acre. We have already spent \$150,000 in repurchasing this land from those who appropriated it after we had improved it.

It would cost us at the rate we are asked to pay now \$2,400,000 to recover the whole, that is 1,500 homesteads of 160 acres each at \$10 per acre.

"The whole trouble seems to be that we would not take the oath as is required by the Canada law, but that is against our religious principles. We don't believe in oaths, as Christ's teachings are against the principle.

We are a community and every person is equal, our shepherds, our farmers, our workers in mills, our lawyers, our noblemen and peasantry are all equal and we give no special privileges in our colony, and 2,500 of these are old enough and in every way qualified to work and take up each a quarter section of 160 acres, but we cannot conform with the requirements which are against Christ's teaching.

"We intend to continue the cultivation of the land we should have even able conditions as we raised last year. A larger crop than we raised last year. If the land we think we are entitled to had not been taken from us, we think we could have raised 5,000,000 bushels of grain instead of what we have under the restricted conditions."

"Some of our colony are leaving to settle in British Columbia," remarked the reporter.

"Yes, we have there what promises to be 10,000 acres of good fruit land and I think about half of our people will move to that province, leaving the others to look after the present colony. We were poor people when we came to Canada, but now we have our four mills, our saw mills, our brick yards, our farm buildings, threshing engines and other farming machinery. We have forty villages and one flour mill to each village, so that it is not necessary for the farmer to take his grain too far."

Will be Guest of King

London, Feb. 20.—Theodore Roosevelt is expected to arrive here May 9. Already Ambassador Reid is rejecting invitations for him, many of them from persons seeking to advertise themselves.

Col. Roosevelt has expressed to Mr. Reid his wish to have as quiet a time as possible, but he will have difficulty in achieving it, for he has been spoken already for every breakfast luncheon, dinner and supper, he will take while in London. Besides, he is pledged to as many public appearances as he can make between times.

It is certain that Col. Roosevelt will be King Edward's guest, either at Buckingham Palace or Windsor. It is considered the greater compliment to be invited to Windsor. He will also be Ambassador Reid's guest at the chesler house. It is probable that he and Kermit will pass a week end at West Park, the Reid's country residence, and meet a party of distinguished men there.

Mr. Reid is busy arranging for Col. Roosevelt's reception but probably the ambassador will be able to spend a fortnight at the Villa Michal, Cannes. His wife and Mr. and Mrs. John Ward and their baby go there next week.

The Duchess of Marlborough will probably go to Mr. Roosevelt. Besides, he has promised to visit William Northrup MacMillan, whose guest he was in Africa.

Such are the arrangements made tentatively. Those who know Col. Roosevelt say he will revolt against the such social lionizing. Very likely the crisis in politics will be at hand when he reaches here, and that may be more interesting to a man like him than being made the centre of a frivolous throng.

C. H. Gordon & Co. Have Purchased

the entire Bankrupt Stock of Messrs. Dixon and Cuddle and 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 9, 1910

SUBSCRIPTION, \$1.00 PER YEAR

MUCH GRAFT EXPOSED ON TRANSCONTINENTAL

Increase of Cost Over Estimate of Three Hundred Per Cent.—Doherty's Great Speech—Liberals Refuse Counsel for People—Another Quebec Bridge Scandal—Magrath on Naval Defence—G. T. P. Engineers on Classification.

The committee which is investigating the charges made by Mr. Lumsden, the former chief engineer of the Transcontinental, has already discovered that extraordinary grafting went on along the line of railway. Here are some cases which Mr. Lumsden submitted in evidence. All were in District B, which lies east and west of Quebec city.

The usual price for "rock" was \$1.50 a cubic yard; for "loose rock" 50 cents; and for "common excavation" 21 cents a cubic yard. Case No. 1.—The government engineers returned the following figures for one piece of road: rock 7,375 yards; loose rock, 4,560; common excavation, 9,115; total 21,050 yards. Applying the foregoing prices we find that the cost of the road was \$4,836.65. But Mr. Lumsden said that this was all earth, or "common excavation," the price of this should have been \$4,420.50.

Thus the contractors should have got \$4,420.50. They actually did get \$14,636.65. They thus got \$10,216.15 more than they should have got. The excess was 230 per cent. Put in another way: the work cost over three times what it should.

Case No. 2.—The government engineers allowed the contractors 4,352 yards of rock; 1,850 of loose rock; 233 of common excavation. This works out to \$7,711.93. This was paid to the contractor. Mr. Lumsden says that the figures should have been only 600 yards loose rock; all the rest was earth. On this basis, it would have been \$1,735.56.

Thus the contractor got \$7,711.93. He should have got \$1,735.56. He got \$5,976.37 more than he should have got. Or 344 per cent. more than he was entitled to. This piece of work cost nearly four and a half the proper figure.

Mr. Lumsden was the government's own chief engineer. It is he who makes these charges, of which the foregoing are only two out of many. For making them the Transcontinental Railway Commission virtually dismissed him. It evidently wished the road to go from two to four times the proper amount.

Doherty's Great Speech

Mr. C. J. Doherty, the Conservative member for St. Anne's division, Montreal, made a notable contribution to the naval service debate.

He first of all proved conclusively that a navy cannot be a mere local defence force. "The navy," he said, "that is going to be exclusively for defence and to wait until the other fellow comes over to do it first won't do very much second. In the very nature of things, there is it is impossible to conceive of a navy that is purely for local defence, the very purpose of its existence and that which is necessary in order that its operations should be effective puts the idea of mere local defence out of the question."

Next Mr. Doherty proved that to be of any value the navy must go into the Imperial arena. "Call it what we like," he said, "and talk as much as we like about absolute and exclusive control of it, and about keeping it absolutely for ourselves and about letting nobody else get any good out of it unless this parliament says so, each particular instance what it shall do—unless we are going to condemn it to absolute uselessness we will find that we will have to control the going from beyond this country the governing authority of this country and taking its share in whatever operations may be necessary in war time upon the wide field of the ocean."

"If these operations are going to be carried out effectively at all they must in the very essence of things be carried out under one central control. I am not advocating that this ought to be so or that it ought not to be so, but we are face to face with the fact that if we are going to have a stay-at-home navy we cannot have a stay-at-home navy. And, Mr. Speaker, if we are going to have a useless navy, why, we might as little better keep our money."

Next he pushed the argument one step further. "Therefore, sir, the overshadowing feature of this measure by which we intend to create a navy, the force of necessity leads into the situation that we cannot avoid participation in the world which may result from the foreign policy of the mother country, and, by that foreign policy we are absolutely bound because the mother country exclusively—and under our existing conditions absolute-

ly rightly—has control of the foreign relations which pertain not only to herself, but to all her colonies. It seems, therefore, to follow as clearly as can be that the control of a navy force is a function of the power which controls the foreign policy that a navy would seem to me fairly to follow that the condition precedent to our undertaking to participate in the naval defence of the Empire is that we should be given an effective voice in the governing and determination of the foreign relations of the Empire."

Counsel for the People

The investigation into Mr. Lumsden's resignation from his position of chief engineer of the Transcontinental has been marked so far by persistent efforts by the Liberals to burke the charges.

At the outset, Mr. Lumsden came before the committee and said that he had no counsel and desired none. He was not a prosecutor, he said in effect, but a witness. The commission had already obtained the services of an eminent Montreal lawyer, who had ready to use every effort to prove that the Transcontinental commission was at right, i.e., that the enormous prices which have been charged were proper.

Thus Mr. Lumsden's refusal to have counsel left the committee with only one lawyer before it. He promptly attempted to get the conduct of the case in his hands, putting forward the plea that he as representative of the commission, also represented the public. In other words, that the lawyer for the defence should conduct the prosecution. At first the Liberals on the committee tried to sustain this preposterous position, but it was too absurd, and they finally agreed that some other lawyer should be retained to conduct the case.

The committee accordingly reported to the house that a lawyer should be engaged. Mr. Houghton Lennox then moved that the minority of the committee, i.e., the Conservatives. There must be a dear precedent for the request, for in 1891, when the McGreevy scandals occurred, the Conservative government then in power provided two lawyers and allowed the Liberals to name two very strong Liberals. The Liberals in the house of commons, however, refused, and voted the proposal down.

Finally, at the next meeting of the committee, the Liberals still refused to allow the Conservatives to name a lawyer. At last they yielded to the obvious justice of the situation, and to the bar fighting of Mr. Lennox, Mr. Barker and Mr. Crothers, and agreed to a compromise. Mr. Barker and Mr. E. M. Macdonald shall choose a lawyer. This is better than nothing; the Conservatives did when they were in power.

Subverting the Constitution

Mr. G. H. Cowan, member for Vancouver, made a telling point against the Naval Service bill in the course of the debate. "Perhaps the most mischievous, the most insidious feature of this bill," he said, "is that it is an attempt, a veiled and unparliamentary attempt, to change the relations of Canada to the Motherland. By section 15 of the B.N.A. Act, the command-in-chief of all the naval forces in Canada is declared to continue vested in the King." The legal aspect of this Mr. Cowan expounded, showing that the command of the forces has always been recognized as pertaining to the sovereign. The present bill, he said, would change all this. It would amend section 15 of the B.N.A. Act. By that bill the command of all naval forces in Canada is not to continue in the King, but it is to be placed at the disposal of the government or whomever of a political body, namely, the government of Canada. The bill before the house, like the right honorable leader of the house, has a goal that is his aspirations. That bill aspires to make the Canadian government independent of section 15 of the British North America Act, just as the right honorable gentleman would of the whole of Canada independent of the whole of that act. "Independence for me," says the prime minister; "independence for me," says the bill we are considering. But, the lack of independence for us, says the slavish supporters of both."

That Quebec Bridge

The Scientific American, a very well known periodical, passes very severe strictures upon the design of the proposed bridge. Its criticisms are, first, that it is much too narrow in proportion to its length; next it is much too low. As for width, the width of the Fifth Bridge is one-fourteenth of its length, whereas the proposed Quebec bridge is to be only one-twentieth. As for height, the towers are to be only 290 feet above the masonry, against 330 feet in the case of the Fifth bridge, and 315 feet in the case of the Quebec bridge. The lowness of the towers increases the weight thrown upon the cantilevers. The Scientific American further goes on to say: "The commission was appointed about eighteen months ago. In the interim the preparation of the plans has cost about \$150,000 and, as the result of the 18 months' work the commission has produced the very commonplace design herewith illustrated, regarding which there is a general professional opinion that both structurally and aesthetically it is distinctly inferior to the Fifth bridge, which was completed nearly 20 years ago." And later on it says: "If the bridge is built according to the proposed plan it will not only be of inferior merit considered from the bridge engineers standpoint, but will also be the ugliest bridge of monumental proportions among those Culberts proposed or built."

LIBERALS FORM NEW PARTY

Alberta Insurgents will Form New Party—Frank Oliver Endorses Cushing—Bulletin Against the Government.

Edmonton, March 8.—The twelve Liberals who opposed the government on the Waterways railway legislation have no thought of returning to the fold of the government until such time as the whole thing is in quite different position from what it is at the present time. They have been practically ostracised by the party and by the antagonism of the cabinet and the Rutherford press have been pretty well crystallized into a independent party.

And they have much reason for encouragement, too. From all parts of the province letters and telegrams are pouring in congratulating the members on the stand they are taking. Letters and telegrams are coming in in large numbers to certain government members condemning the course taken.

The action of the Edmonton Bulletin is looked upon with satisfaction and encouragement. Not a word of comment was made until Thursday afternoon, and then the Bulletin came out with the strongest editorial comment of the action of the government that has been published at all. The insurgents now expect to find the Bulletin and Frank Oliver, its veteran editor, to be promptly read out of the party.

Of the three Liberal daily papers in Alberta, two, the Edmonton Bulletin and the Calgary Alberta are with the Independent Liberals, while the third, the Lethbridge Herald, has said no word. The government has asked no support from any daily Liberal paper.

It is stated here with some degree of certainty that Hon. W. A. Buchanan wrote out his resignation on Thursday and presented it to the premier, but finally, under great pressure, decided to recall it. It is not yet certain that he will not resign before the session is much older. In that case the government will be headed by another resolution concerning the deal, will be introduced at an early date, probably on Monday. Mr. Boyle has placed upon the order paper a question asking the government if it has incorporated the offer of the president of the Waterways company in the agreement.

Having regard to the large sums of money that have been placed at the disposal of the railway companies in the hands of the province, Premier Rutherford gave notice in the legislature yesterday, that on Wednesday next he will introduce an act to appoint a railway board for Alberta. Three will constitute the board as follows: Premier Rutherford, John Stocks, Deputy Minister of Public Works and R. W. Jones, government railway engineer. The board will have the powers and authorities now vested either in the Lieutenant-Governor in council, or the chairman of the executive council. Provision will be made that no monies are to be paid out of any funds standing to the credit of the provincial treasurer, or any other provincial officer under the terms of any such acts until such railway board has signified to the government its being taken, arrangements will be made at a later date in this connection.

New School

A new separate school is to be built in the east end of the city during the coming summer. The accommodation at the new Gratton school is proving insufficient for the increasing number of pupils, and will be taxed to its limit after April, at which time a beginners class will be formed. The question, it is learned, was discussed last evening by the board of the Gratton school, and while no immediate action has been taken, arrangements will be made at a later date in this connection.

Swept 100 Feet

One man of the rotary gang escaped free, but he was on the fringe of the slide. Leeches, the foreman of the rotary, was standing on the north bank opposite to where the slide came down. The force of the preceding wind caught him and whisked him a hundred feet through the air into the brush far beyond the northernmost limit of the slide. There he was found by searchers and is now in Revelstoke hospital, too badly bruised to talk. Men who should know say that a high wind started the small slide from a gully two or three miles above and higher than the line. At the end of the green of a kind that grows just above the timber limit. The avalanche must have caught the workers unawares, for many of those found had their picks lifted high or showed signs of being worn at work. The big rotary, weighing almost a hundred tons, was caught up out of the cutting where it had triumphed over the first slide, was turned over and over and broken to hundreds of pieces, but not

Board of Trade

At an adjourned meeting of the executive of the board of trade on Thursday night, the following committees were named:

Financial committee—C. O. Hodgkins, J. Campbell, J. W. May and J. K. McInnis.

Transportation—W. P. Wells, S. C. Burton and G. Cushing.

Freight rates—H. G. Smith, J. K. R. Williams, J. M. Young and T. B. Patton.

Business men's—H. G. Smith, J. W. Smith, Wm. Logan and J. H. Haslam.

Advertising—E. A. McCullum, Wm. Logan, J. M. Young and T. W. Nay.

New industries—J. H. Haslam, J. M. Young, J. K. McInnis, G. Cushing, Campbell, E. J. K. McInnis, T. B. Patton, W. P. Wells, W. F. Kerr, J. M. Young and J. A. Allan.

Legislation—J. A. Allan, E. A. McCullum, W. F. Kerr, S. C. Burton and

AWFUL WORK OF AVALANCHE

Thrilling Escape of Westbound Passenger Train—A Race with the Avalanche—Escape of Fireman.

Vancouver, B.C., March 7.—The tracks at the scene of the terrible avalanche disaster were cleared this morning. The precise location is one mile east of Rogers Pass, at the summit of the Selkirk. The smallness of the number of bodies recovered has proved that the majority of the victims were carried by the second slide into the canyon in Bear Creek.

It is probable that some weeks may elapse before the melting mass will give up its dead. The rapid that is liable to precipitate the wreckage into the creek and in such a contingency many of the bodies will probably be swept down the stream and never be restored to relatives or friends.

Clearing the Line

Official advices state that Kiplart, chief expert to have the line clear at Bear Creek about midnight, when through freight and passenger service will be resumed. It has been demoralized for nearly a week owing to various minor slides in the Rockies and Selkirk. Late on Saturday afternoon a slide occurred on the Kicking Horse River near Palliser. The river was dammed up and threatened to wash away the track. The debris has been removed and the line at that point has been repaired. Section men and bridge gangs are working almost continuously with the guarantee of extra pay for the extra service. A small army of snow shovelers are now busy digging out the smaller slide which occurred on Saturday forenoon one mile east of Rogers Pass. It is expected that the line will be opened by midnight, when a through service will be resumed.

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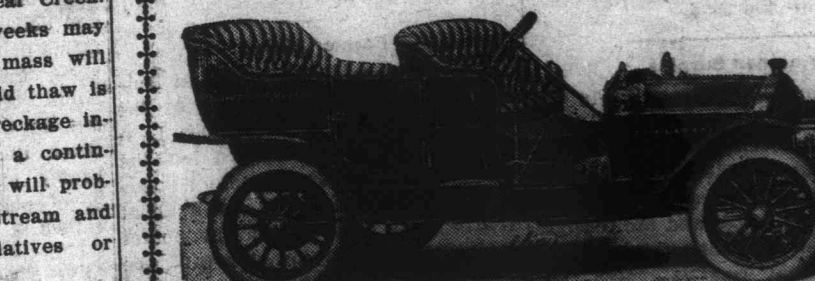
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one of the crew could have been alive for some time on trees for all the world like an explosion.

Race With Death

Westbound No. 97 had a miraculous escape. The thunder of the avalanche coming down the mountainside could be plainly heard and the engineer threw open the throttle and the train dashed down the mountain grade at an alarming rate. It was a race between the express and the snowslide. The last car had just got by a steep point when the slide struck the rails ten feet behind. An enormous mass of snow and ice tumbled in with trees in smothered with buried rails to a depth of twenty feet. The passenger, according to private dispatches received by Vancouver friends, declare that it was the most thrilling escape they ever experienced. The train is now stalled at Field awaiting the clearing of the line before proceeding to the coast. The slide which they escaped is being dug out and the line at that point is expected to be open late this afternoon.

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L. T. McDonald has been re-elected as manager of the Regina exhibition for 1910.