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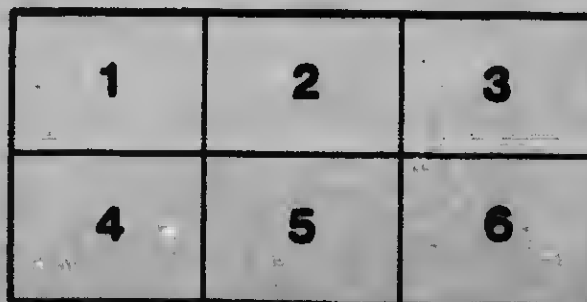
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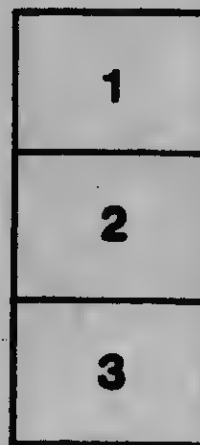
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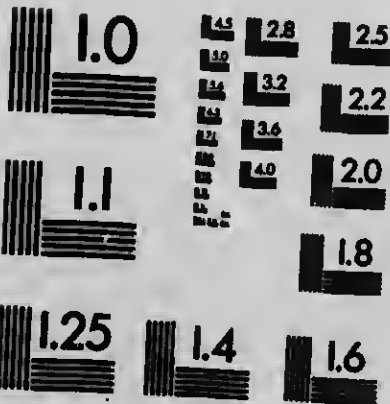
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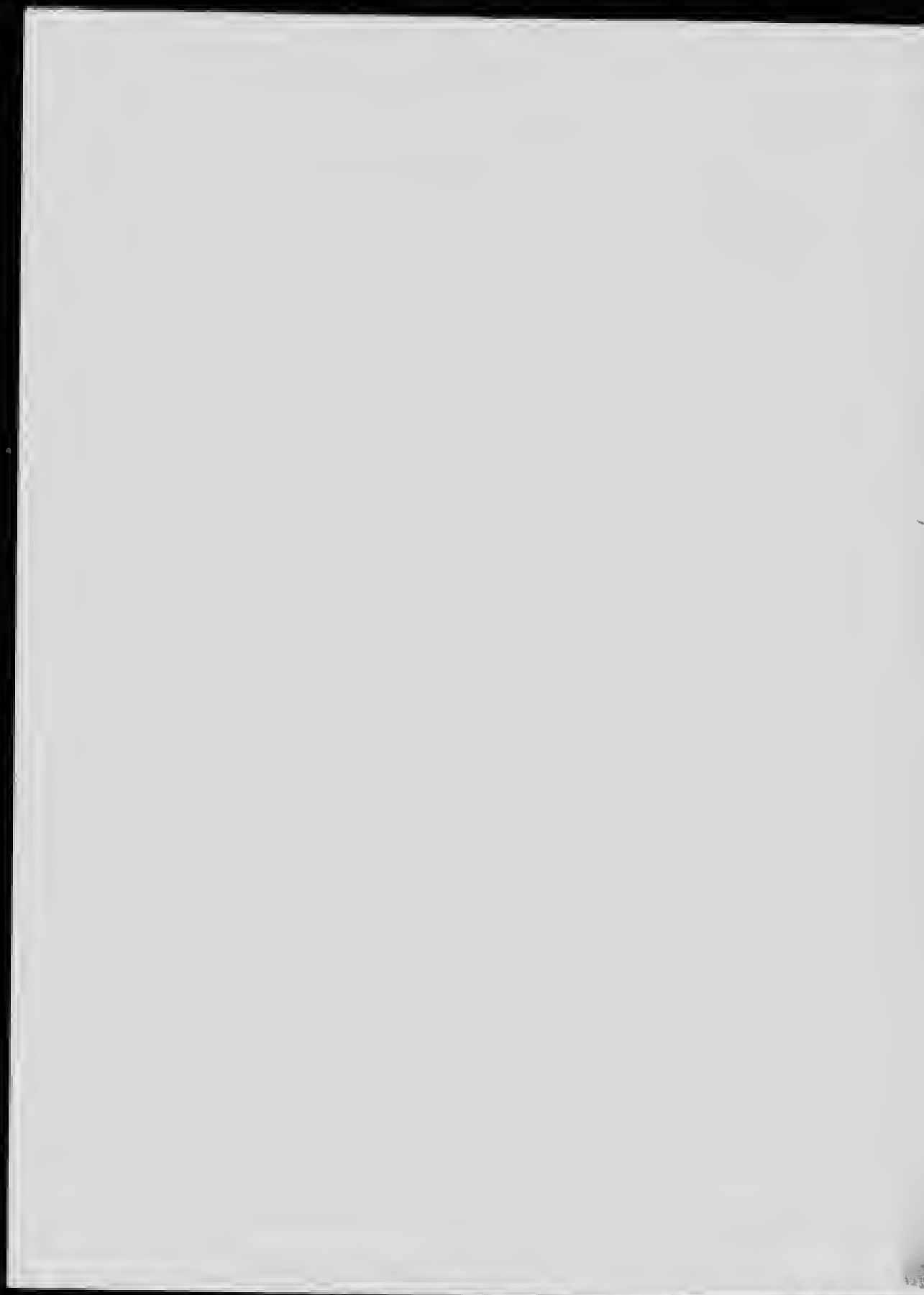
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**An
Administration
of
Extravagance
in
Patronage**

**Sale of Lands
Purchase of Sites
Camp Grounds
Starch Works
Coal
Dredging
&c., &c., &c.,**

**CONSERVATIVE MOTTO:
"Dash Away and Spend the Money"**

**LIBERAL MOTTO:
"Millions for the War, not one dollar for the
Grafter"**

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The Middleman's Paradise

The Canadian people have in a large measure a high sense of honour in the management of their business affairs, and naturally expect that their representatives in Parliament and especially the members of the Ministry will, in the administration of matters of national concern, adhere to those principles which form the very basis of sound economical and honest government. And especially is this expectation intensified when the party at present in power has for years,—while in opposition—proclaimed its abhorrence of loose, extravagant and corrupt administration, and pledged itself to what they termed a speedy and complete reformation if given an opportunity. To bring before the people of Canada some of the transactions, the actual facts that cling to and constitute the appalling record of extravagant expenditure and mismanagement of the Borden Government is the object of this publication. It is proposed to set forth accurately and concisely the nature

of many of the transactions, that, outside and independent of the war, but relating chiefly if not exclusively to our purely domestic affairs—have marked the progress of the present Government from the commencement of its term in 1911 down to the present time.

It is an exposure based on uncontrovertible evidence, all of which appears on the records in the Government Offices and most of which is the sworn testimony of Citizens of this Country. The tory party leaders and the party press have on various occasions offered a weak defence, but of no avail.

Conservatives Dissatisfied.

The trend of public opinion is against the Government. Among its followers are to be found men who are absolutely disgusted with the exhibition of "petty politics" and the "System of Patronage" so evident. It is from these men, and not the Liberals of Canada that the cry of dissatisfaction is raised. And is it to be wondered at?

If any Canadian citizen interested in the welfare of his country will read the Borden Halifax Platform of 1907 and adopted by the Conservative party in 1911, he will see Sir Robert and his political associates in full sail upon the wide and uncertain sea of unrestricted promises, that have never been performed, of pledges that have never been redeemed, and of reforms that have never been commenced.

He may also read the record since 1911, and see that instead of economy in public expenditure, extravagance has shattered the financial fabric of this country, that the public domain has been invaded by all kinds of buccaneers gathered from the camp followers of the Borden Cabinet, that rules and regulations adopted for safe and secure observance of the trust committed to the care of ministers of the Crown have been cast aside and are no longer obstacles to the unfettered performance of looters on the stage of Canada's resources, and worst of all he will see that throughout this carnival of depredation and invasion of the country's resources, ministers high and low have raised no word in protest against this onslaught on the material and moral reputation of Canada but rather on the other hand have stood idly by and glorified in their shame.

On one occasion Sir Geo. Foster speaking of reckless liberal expenditures stated "Whither are we Rushing.?"

Referring to Liberal Expenditure Sir Thos. White during the Session of 1915-16 stated "The late (liberal) Government were the inventors, the originators, the parents, progenitors and propogators of the most inordinate, reckless, purblind and awful extravagance that this country or any other British country has ever known."

These were words without proof. Over 90 commissions have been appointed by the Borden Government and it is safe to say that at least half of these were appointed for the specific purpose

of searching the records of the government to find some evidence of maladministration by the Laurier Government. But all of no avail and not one iota of evidence has been secured that casts the slightest reflection upon the Right Hon. Sir Wilfrid Laurier or any member of his late government. The boot is now on the other foot. The Borden Government, Sir Thos. White included, is charged with extravagant expenditures, graft and corruption, patronage, maladministration, wilfully permitting middlemen's profits all of which is detailed in the following pages: The facts are given as included in the Records of the House of Commons and sworn to before the Public Accounts and other Committees.

The verdict must be pronounced by the respectable citizens of the country.

Mail Bag Locks

One of the first Acts of the Borden Government under Hon. L. P. Pelletier, Nationalist Post-Master General was to purchase 350,000 mail bag locks and keys for the Post Office Department at \$1.00 a piece. All details in regard to this purchase have been refused the public. The most that could be found out was that it was **"a company specially, organized for this purpose"** and the conclusion is irresistible that it was some personal friends of the Government that had the matter in hand for another big drive at the Treasury.

Why the Post Office Department should want 350,000 mail bags is a mystery. Since Confederation fewer than 150,000 have been purchased. In the old days of Liberal Government they were purchased in lots of 5,000 each at \$1.00 a piece but with the advent of the Tory Government, whose policy is **pluck and plunder for party gain**, this immense contract for 350,000 at \$1.00 each was let. An investigation was demanded but the Government refused.

Prince Albert Homestead Sold for \$10 worth \$374,000

The story of the sale of 73 acres of land within the city limits of Prince Albert, Saskatchewan, reveals the characteristics of the Hon. Robert Rogers, who at that time was Minister of the Interior with whose sanction this nefarious deal was allowed to be perpetrated.

73 acres of land situated within the city limits of Prince Albert had been along with other lands, reserved from homesteading. It had been put into reserve by the Conservative Government in 1895 and remained in reserve while; the Liberals were in power.

Conservative methods and particularly those of the Hon. Robert Rogers followed shortly after the Borden Government

took office. In April 1912 Mr. Arthur Donaldson son of the Conservative M.L.A. in the Saskatchewan Legislature applied for this land and was granted homestead entry to this city property at a cost of \$10.00 the homestead fee. Shortly afterwards he avoided homestead duties by cancelling the homestead entry and getting a patent to the land under the location rights of half breed scrip. Forthwith the land was subdivided and offered to the public at a price aggregating \$374,000.

The Gimli Land Deal

On the Government plans and maps of the town of Gimli, on Lake Winnipeg, certain lands fronting on the lake had been shown for 37 years as public domain.—

Some years ago the Town Council of Gimli sought titles to the land, but the Department of Interior held this was unnecessary. The streets and public park were classed with the rest of the property.

Eight or nine years ago two persons applied to the Liberal Government for the land, but were refused.

During October, 1913, Peter Tergeson, Mayor of Gimli, on paying \$752 was given a patent for the land, by the Interior Department of which Hon. Dr. Roche is Minister. Tergeson had been a Liberal, but became an active Conservative worker in 1911.

The land obtained by Tergeson, through the Minister of the Interior should belong to the town. It is valued at \$15,000.

The transfer deprives the town of Gimli of the best bathing beach on Lake Winnipeg and it gives Mr. Tergeson a return of nearly 2,000 per cent on his money and it may be a further financial reward for his change of politics.

Purchase of Carslake Hotel, Montreal

When the Borden Government want to purchase a site for a public building no matter where, the question of expense is never taken into consideration, as a matter of fact the more expensive the property, the more attractive it is to the Government. Somebody whispered into the ear of the Hon. Robert Rogers, Minister of Public Works that a postal sub-station was desirable in Montreal some where near the Bonaventure Station, and eventually the old Carslake Hotel, at the corner of St. James and Windsor streets was offered for sale.

In 1909 this property had been purchased by G. T. O. Carslake from McGill University for \$75,000. On December 15th, 1910 the property was again sold in the name of the Carslake Hotel Company for \$90,000 cash. In 1913 when the Minister of Public Works commenced negotiations for the purchase of

this property the price "had gone up" and on February 20th, 1914, at the instigation of the Minister of Public Works authorization by order-in-council was given to pay \$325,532, an increase in four years of about \$235,000.

The Liberal Members in the House of Commons led by Mr. Lemieux, asked numerous questions in regard to the purchase of this property: in fact they became so insistent in the matter that the Government were compelled, after notice of expropriation had been made to refer the whole question to the Exchequer Court of Canada to fix the price. On September 7th, 1915, the Exchequer Court, after taking every detail into consideration, fixed the price of the property at \$288,750 or over \$40,000 less than the Hon. Mr. Rogers offered to pay.

The Dorval Military Site (Near Montreal)

Sir Sam Hughes could not permit the other Ministers to get all the honors in connection with extravagant expenditures. Somebody worked out a plan whereby the Militia Department should purchase a tract of land near Montreal for military manoeuvres and on May 23rd, 1912 at the instance of the then Col. Sam Hughes, an order-in-council was passed authorizing the Minister of Militia to pay \$180,000, for a military camp site near this city.

The work went merrily on and in less than a month from that day the Minister availed himself of this authorization from Council and on June 17th, 1912 issued a cheque to Messrs. Rodden, Fair and Cameron of Montreal for \$180,000 in payment for this Military Camp ground.

The secret of the transaction, however was made known when a few days later it was ascertained that on June 8th, 1912 nine days before the Minister had paid \$180,000 for this land Major Rodden had purchased it for \$84,996.

Another remarkable coincidence in this transaction and one requiring explanation is why should Sir Sam Hughes have asked on May 23rd, 1912 for authorization to pay \$180,000 for a property which 16 days after was purchased by Major Rodden for \$84,996.

This transaction netted Major Rodden a profit of \$95,000 on a nine days investment.

The Levis Land Scandal

Even the Hon. Martin Burrell, the pink tea Minister of Agriculture in the Borden Government could not let his portrait be included in the gallery of fame without first having its contain the ear mark which strongly resembles graft and middlemen's profits.

It had long been known that ground for a new cattle quar-

antline station was required at Levis, Quebec. When the matter came up for discussion in the House of Commons on February 24th, 1914 Mr. Burrell admitted that for a year and a half he had been endeavouring to formulate a plan to secure the necessary land at Levis.

Let us see what happened during this time in connection with a piece of land which he secured. The records show that in the month of July 1912 a man named Buteau bought this piece of land at Levis, Quebec for \$5,500. On June 26th, 1913 Buteau resold this land to Dussault, Conservative, for \$12,220, a profit of \$6,700 in 12 months.

On July 26th, 1913 Dussault resold the land to W. R. Dohen another Conservative for \$25,400, a profit of \$13,180 in thirty days.

On July 30th, 1913 Dohen resold the land to the Minister of Agriculture for a quarantine station for \$32,750 a profit of \$7,350 in four days.

Thus within a year the Hon. Mr. Burrell' quarantine site at Levis had increased in price from \$5,500 to \$32,750 or almost 500%.

For the Minister of Agriculture this is a pretty fair deal and compares very favourably with some of the unsavory deals with which his colleagues, the Minister of Public Works and the Minister of Militia are so intimately associated.

La Banque Internationale

There seems to be an unwritten law in the inside working of the Conservative party that whatever Sir Rodolphe Forget wants he gets. Before the Liberal Government were defeated in 1911 Mr. Forget and some of his friends had for sometime been anxious to secure a Government certificate permitting them to open in Canada La Banque Internationale.

The Liberal Government refused to grant this certificate because certain formalities had not been fulfilled. After these formalities had been complied with the Treasury Board did not feel that there was sufficient stability and financial success back of this undertaking to permit the certificate to be granted. The result was that when the Liberals went out of office a memorandum was left pointing out important considerations that ought to be taken into account before the certificate permitting this Bank to do business in Canada was issued.

The subscribed capital of nearly \$10,000,000 had been allotted to the extent of over \$7,000,000 to subscribers in a foreign country. Had these subscribers resided in Canada, according to the Bank Act they would be obliged to meet the double liability in case the Bank failed, but these subscribers residing as they did in a foreign country, the question arose whether this double liability could be collected. There was also the fact that one of the subscribers Mr. D'Aoust who was

Mr. Rodolphe Forget's Paris agent held in trust over \$1,000,000 of the subscribed capital and it was also shown that Mr. Daoust's wife held \$250,000 of the subscribed capital. There was also a legal question in this connection which was shortly of consideration, namely, whether stock subscription signed for in Paris could under the Bank Act of Canada be legal and binding.

Once the Conservatives took office Mr. Rodolphe Forget appeared on the scene then as usual very insistent. The Conservative party owed him a debt of gratitude by reason of the part he had taken in the elections in the Province of Quebec. He must have his pound of flesh and accordingly the certificate was granted, and the Bank started its on meteoric career.

It eventually transpired that Mr. D'Aoust who had placed the most of this stock in France had a claim for \$200,000 against the Bank which had been treated as a private agreement by the General Manager and appeared as an asset of the Bank instead of a liability. This was followed by quarrels between the French shareholders and Mr. Forget. The French shareholders came to Montreal armed with proxies for 52% of the stock. The President very arbitrarily ruled that they had no say in the matter which is further proof that the Forget interests must not be interfered with in any way. A law suit followed which ended in the French subscribers selling out their stock and losing thereby \$300,000 or half their investment.

This was the climax of a bit of high financing by this Hon. gentleman, Sir Rodolphe Forget.

The Quebec Saguenay Railway Deal

Another Forget interest which as everybody knows was during the Session of 1916 purchased outright by the Government.

As far back as February 6th, 1913 the Hon. Rodolphe Lemieux brought to the attention of the Government the Quebec Saguenay Railway matter. Money had been secured in France because too many people in Canada knew that the enterprise was risky. The Company had dazzled the French investor with a beautiful prospectus, advertising Murray Bay as the summer residence of President Taft and ex-President Roosevelt, while the name of L. P. Pelletier, Postmaster General was used in some of the literature which set down the cost of the road at \$31,197 per mile.

In the same way the possibilities of this wild and rugged country were portrayed in glowing terms. At that time it was charged that unearned dividends had been declared to keep up prices while some of the shrewd holders unloaded.

In this way the \$2,500,000 had been secured from France and still the road was unfinished. The Government was warned that if they allowed Sir Rodolphe Forget to persuade them to

guarantee the bonds of this railway they would be participating in a deal which "has been called in some of the most respectable financial papers of Europe something worse than bank looting or safe breaking."

The climax was reached when during the session of 1916 the Right Hon. Sir Robert Borden and Sir Thos. White forced through Parliament the purchase of this Quebec and Saguenay Railway. It meant that some four million dollars of public money would have to be paid out as soon as the necessary formalities were completed. When given that sum it would mean according to reliable authorities an ultimate expenditure of \$10,000,000 before this road can be completed and ready for use, and the best the Government and the country can hope for is that from its inception this railroad has been and will be nothing but a losing proposition.

The country is thus called upon to pay this vast sum of money at the very moment Sir Thomas White and the members of the Borden Government are crying throughout the country **save, save, save.**

This Quebec and Saguenay Railway is a line approximately 62 miles long from Quebec to Murray Bay. About 85% of the line is graded and rails are laid on only seven miles, namely, from Murray Bay to a pulp mill and this seven miles of road is fast falling into disrepair.

The section unfinished traverses a country with only 30,000 people in sparse settlements and who have ample water transportation during the summer months. The whole deal is improvident and indefensible, particularly so at a time when the Government is faced with the necessity to conserve every energy and every dollar of cash for the crying needs of the war.

The Ottawa Journal the leading Conservative paper of the Capital, if not in the Dominion, strongly protested against this legislation in the following terms:

"There looks to be special reason for objection this time in the Quebec & Saguenay Railway matter. We don't know anything about the rights and wrongs of the money wasted or practically stolen in connection with the enterprise, but that a heap of money has disappeared in the scheme in one or both of these ways is a wide-spread suspicion. If the proposition to buy out the road had been made earlier in the parliamentary session, permitting fair time for inquiry, either the proposition would have been blocked or a reassuring argument made out for the purchase, which is not the case at present."

The Montreal Gazette another strong Conservative paper said:

"Legislation passed under such circumstances does not command respect. . . . The present

House of Commons has lost its vigor and the sooner it is replaced by a new one the better for the country."

The Southampton Railway Scandal

The Hon. Robert Rogers can sell Prince Albert homesteads worth \$374,000 for \$10.00. The Postmaster General can let a contract for locks, the Minister of Justice can draw three salaries, the Minister of Customs can rid himself of a Starch Works at Prescott, but when it comes to a real find job of political chicanery one has to go to the Tories of the Province of New Brunswick to see it pulled off.

A small line of railway less than 13 miles long, was to be built from Millville to the River St. John. Two Conservative M.P.P.'s, Mr. J. K. Pinder and P. A. Guthrie were largely interested in the deal. Bonds for \$10,000 a mile were guaranteed by the New Brunswick Government while Hon. J. D. Hazen was Premier and an additional bond for \$2,000 per mile later. The Promoters applied for an secured the usual subsidy of \$3,200 a mile from the Dominion Government.

The Borden Government Permitted a Double Subsidy.

Provision is made in the Federal Subsidy Act whereby upon the construction of any roads costing more than \$21,400 per mile, the promoters are entitled to a double subsidy. The Promoters by padding the statements in regard to the cost of the construction of this road were enabled to secure from the Government a second or double subsidy, of \$3,200, which in addition to the first Railway subsidy of \$3,200 and the \$12,000 a mile received from the New Brunswick Government totalled \$18,400 a mile for the construction of this road. The steal was evident to everybody. Even the Conservative Member of Parliament for York, Hon. H. F. McLeod rose in his place in the House of Commons and stated as follows:

"By living on the spot and knowing the men, I am in a position to know that items have been padded and items have been turned into Government that are neither true nor correct. I place myself on record as agreeing with many of the facts that were adduced by Mr. Carvell, and I say the Minister should investigate it and put it right."

A Royal Commission was appointed to investigate this scandalous transaction. The report was tabled in the House of Commons on February 8th, 1915. This showed conclusively that the construction had been padded as the construction of this road had cost only \$15,950. That is for the construction of these 13 miles of road the promoters had received a Federal

subsidy of \$81,280 when it should have amounted to only \$46,762, or an overpayment or straight graft to these contractors of \$34,607. This was the finding of the Royal Commission.

Post Office Site at Fort Frances

When a post office site was to be acquired at Fort Frances the Government picked out a faithful Tory, Mr. A. D. George Crown Attorney, for the job. Mr. George obtained options on two pieces of ground for a total of \$9,500. Then, according to evidence given before the Public Accounts Committee he purchased the land himself, represented that a clerk in his own office was the agent of the Government, and turned over the two properties to the Dominion for \$16,500. In the meantime, he had sold a house which stood on the land for \$1,150 so the net cost of the property to him was \$8,350 and his profit and the country's loss through the Borden way of handling public business—was \$8,150.

Canning N. S. Public Building Site

At Canning, N.S., the Government was so determined to look after the interests of a party friend that it rejected the late Sir Frederick Borden's offer of a free site for a public building and agreed instead to pay \$2,000 to N. W. Eaton, a defeated Tory candidate, for property he owned. This particular property has been declared to be worthy only \$300 or \$400 but to make it appear as being worth more—and to make the site large enough for the proposed building—the Government offered \$1,100 for another piece of ground adjoining the Eaton land, an offer which was rejected by its owners on the score that \$1,100 was three or four times the amount honorable men should accept for the lot.

The Minister of Custom's Starchworks at Prescott

Years ago a starch factory was established at Prescott. Eventually Dr. J. D. Reid, now Minister of Customs in the Borden Government became the director of and a heavy stock holder in this Company. For some reason the investment did not prove profitable and the starch works were closed.

On January 31st, 1912 or, it will be noted, just a few months after the Borden Government took office and the Hon. Dr. Reid safely installed as Minister of Customs, apparently severed his connection with the Starch Works Company. It is very

significant also that very shortly after the Dr. had ceased his connection with the Company, the Government purchased the property for \$47,500 to be used as an extension to the Marine Yards at Prescott.

The question is was this purchase in the interests of the public more than it was in the interest of Hon. J. D. Reid?

Victoria Harbour Wharves

On March 9th, 1914 the Government let a contract to Messrs. Grant, Smith & Co. and McDonnell Ltd. for the building of some wharves at Victoria Harbour, the total cost to be slightly exceeding \$2,000,000.

The first work to be undertaken in connection with the construction of these wharves was the **earth and rock excavation**, and the facts which are given in this article are confined to this work alone and not to the general work of the construction of the wharves.

At the time the contract was let, namely on March 9th, 1914 the Government engineers estimated the quantities of earth and rock to be excavated as follows: earth to be excavated 47,600 cubic yards at 52c totalling \$24,752.00 and rock excavation 4,300 cubic yards at \$9.10 per cubic yard totalling \$39,130.

The original contractors Messrs. Grant, Smith & Co. and McDonnell Ltd. first undertook to do the excavating of this earth and rock. About the end of May 1915 they sublet the work to Mr. C. E. McDonald, Vancouver, B.C. Mr. C. E. McDonald after making a faint effort to do this dredging concluded arrangements with Henry McPhee and McDonald of Vancouver to use their drill boat to drill holes preparatory to removing rock.

Mr. C. E. McDonald eventually sublet the dredging portion of the work to the Pacific Coast Dredging Co.

4,300 Yards of Rock Excavation Increased to 25,288 Yards.

The whole story was that the Government's estimate of rock excavation was increased out of all proportion to the amount of rock to be excavated. The original estimate of the Government engineer was that there were 4,300 cubic yards of rock to be excavated but after the above named gentlemen had sublet and sublet and according to the evidence which was produced at the 1915 session of the Public Accounts Committee there was collusion between the engineers and sub-contractors with the result that the rock excavated was increased from 4,300 cubic yards to 25,288 cubic yards or an excess of rock over original estimate of 20,998 cubic yards which at \$9.10 per yard amounts to \$190,990.80.

The Public Accounts Committee during the session of 1916 took up several days investigating this matter. Declarations

were submitted that for the first two or three months while not more than 600 cubic yards of rock had been taken out progress estimates showed 18,288 cubic yards.

Not a little evidence was produced to show that there was collusion between the Government engineer on the works and the sub-contractors. The whole scheme was a nefarious plot to steal from the Government anywhere from \$190,000 to \$250,000. The Auditor General on December 2nd, 1915 wrote a letter pointing out that already over \$190,000 had been lost and he thought it was time that the Government made a halt and have the whole matter investigated.

It would be only fair to say that there was no evidence produced to show that the original contractors, Messrs. Grant, Smith & Company and McDonell Ltd. were in any way connected with the fraud which was perpetrated upon the Government.

How \$190,000 Was Stolen.

One point brought out in the evidence shows conclusively how careless the engineers were in permitting these progress estimate sheets to be stuffed. The engineer of the Public Works Department who has charge of the borings to ascertain whether the drill is working through earth or rock stated under oath before the Public Accounts Committee that a drill going through such rock as was located in this Victoria Harbour could not go faster than seven or eight feet per hour. The records of the sub-contractors showed that when they were drilling this ground that their drills were going through the material at times as rapidly as 64, 67, 72, 74 feet and as high as 96 feet per hour.

It was proven conclusively that what they were drilling was not rock but earth, but the engineers permitted it to be classified as rock and hence \$190,000 of absolutely unearned money was taken out of the Public Works Department, perhaps never to be returned.

Purchase of Coal at Victoria, B. C.

The Tories of New Brunswick can carry off the prize for bold and vicious grafting but in the days of the Bowser-McBride Government and with the Hon. Robert Rogers as Minister of Public Works in the Federal Capital, the Tories of British Columbia make a very good second.

In March 1913 an old political war horse of the Minister of Public Works by name, John L. Nelson was sent to British Columbia as Superintendent of Dredging under the Federal Department of Public Works. Each year a quantity of coal is required for the dredges and other work and as is the forced custom of the Public Works Department tenders are called for the supplying of this coal.

Mr. Joshua Kingham, a well known Liberal of Victoria,

submitted a price and was officially awarded the contract for the supplying of the coal for the Dominion Government dredges in B.C. for the fiscal year 1913-14 at the rate of \$5.25 per ton.

As time went on Mr. Kingham was surprised to find that no coal was being ordered and upon inquiry he ascertained that hundreds of tons had been purchased from a coal merchant at Victoria by the name of Kirk & Co.

Mr. Kingham made strong representations to the Government and eventually compelled them to appoint a Royal Commission to enquire into the matter. A Royal Commission was appointed and when the report was submitted to the Government it was found that Messrs. Kirk & Co., had been receiving \$7.00 a ton for the coal which they had supplied the Government and in all they had been paid by the Government \$3,814 more than Mr. Joshua A. Kingham would have received had the coal been supplied in accordance with his official tender.

Secretary of Conservative Association Received 50 cents a Ton.

Before this Royal Commission Mr. Nelson above referred to coolly confessed that he had bought the coal from Messrs. Kirk & Co. through the intervention of Mr. W. H. Price, Secretary of the Victoria Conservative Association and evidence was obtained which proved that Messrs. Kirk & Co. had given Mr. Price, Secretary of the Conservative Association 50 cents a ton for every ton they sold to the Government.

Mr. Nelson had to certify to these amounts and to declare in Court that he had certified to these amounts because of:

(A) "A feeling of gratitude" towards Kirk & Co. and then added:

"I have certified enough invoices as being of fair and just prices that I know are not fair and just."

Fenian Raid Bounties

Sir Sam Hughes could spend from \$11,000 to \$15,000 a year on travelling expenses, could squander hundreds of thousands of dollars on Military Camp grounds, but he also had one achievement which seemed to overshadow all the others, namely, that out of the 10,000 men who took part in the Fenian Raid, he has actually found over 30,000 who were eligible for the Fenian Raid bounty.

During the Parliamentary Session of 1912, Col. Hughes introduced and secured the passage of a Government bill which provided for a bounty of \$100.00 to every living veteran of the Fenian Raid strife. At that time the Government stated that the outside estimate of all the men who had been called out to do service during these raids was at most 10,000, and it was estimated that no more than 6,000 at the very outside would be still alive and entitled to the bounty.

In 1914, Sir Sam Hughes informed the House of Commons

that nearly 17,000 had already received the bounty and that there were others to follow. So scandalous was the whole thing that the Conservative Press, the Ottawa Evening Journal one of the most ardent supporters of the Borden Government raised its voice in protest, on February 4th, in an article entitled "Bounty Farce," and pointed out that 10,000 men went to the Front, but that something over 30,000 are collecting the bounty.

"If the Government is willing to give the bounty to these men," declared the Evening Journal, "let us go after it." "If we did not happen to be alive at the time of the Fenian Raid, it is no bar, remember that if you had been you would have been willing to go to the Front."

The Pacific Construction Co. Prince Rupert

This Company in 1911-12 received a contract for building a buoy Station at Prince Rupert B.C., After a time some changes were made in the specifications but there was a stipulation that these changes involved no additional expense to the Government. Later on the Company wrote Hon. J. D. Hazen saying they were losing money and asking for relief.

The Agency of the Marine Department in Victoria were asked for a report and reported that "The extras which should be allowed amounted to only \$500." This for the moment burked the Company of its effort to get an increase. They then wanted to have their contract cancelled and do the work plus 10%.

At first the Government refused. Conservative politicians got busy. Col. Sam Hughes, Minister of Militia took a hand. So did G. H. Barnard and H. S. Clements two British Columbia Conservative members. A second examination by the Victoria Marine Agency was ordered and eventually the Government allowed not \$500 as was first suggested but \$10,000 to the Company for "extras."

An official of the Marine Department testified before the Public Accounts Committee in April 1914 as follows:—

"That there was no justification for the payment of more than possibly \$1,500 for these, "extras."

Dismissals, Resignations and New Appointments

In 1911 Sir Robert Borden's election platform contained a plank in regard to Civil Service reform. It was as follows:

"Appointment of public officials upon considerations of capacity and personal character and not of

party service alone.

"A thorough and complete reformation of the laws relating to the civil service so that future appointments shall be made by an independent commission acting upon the report of the examiners after competitive examination."

Sir Robert Borden is a great platform maker. He included planks composed of high sounding platitudinous political phrases and he was prolific in promises. Civil Service Reform sounded big but what is the outcome?

13,466 Employees Left the Service. 25,613 Appointed to Take Their Places.

No attempt has been made by the Government to reform the Civil Service. On the contrary the Civil Service has been demoralized by wholesale dismissals and needless appointments. The first three years the Borden Government was in office, 5,099 officers were dismissed, 7,994 resigned, (mostly forced resignations) and 373 deserted, making a total of 13,466 employees who left the Government service.

There have been 25,613 appointed to take the place of these 13,466.

That is not the whole story. For every one that got out two have been appointed to take his place, and these figures do not include one person who has been appointed in connection with the work of the War which number approximately 2,000. These are all over and above any appointments rendered necessary in other Departments for extra work arising out of the War.

Every one of these "War" appointments have been made through the patronage committee. Liberals and conservatives alike fight, in the Empire's struggle but when it comes to appointments to carry on the work of the War, only Tories need apply. How could one expect anything different in the Civil Service when we find one of their Ministers, the Hon. Mr. Blondin stating, "I would be the last man in the House of Commons to take up the defence of the Civil Service Commission."

SHELLS AND FUSES—For the full story regarding the Shell and Fuse Scandals see Pamphlet No. 49.

"Dash Away and Spend the Money"

All these extravagant expenditures reminds us of what Mr. Donald Matheson, Conservative member for Queens P.E.I. stated in the House of Commons on the address from the Throne in 1914.

"We do not want any reduction in debt, dash away and spend the money."

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