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DAILY EDITION  Wednesday, June 3, 1914

ord by any means from the standpoint of the people whose resources and credit have been so recklessly used by Premier Borden and his associates to make richer two men who have grown enormously wealthy out of the construction and ownership of a railway in which they have been careful not to risk their own money.

**MANSON ADMITS GOVT. DEAL WITH P. R. HYDRO-ELECTRIC**  
 (Continued from Page 1)

been heard. The matter is still in unsettled condition before the department and as there are various proceedings to be taken under the water act in connection with an application for approval of undertaking, I consider it important that the city council take the matter up.

"Yours very truly,  
 "WM. MANSON."

The attached letter was as follows:

"Victoria, May 28, 1914.  
 "Hon. W. J. Bowser, K. C.,  
 "Attorney-General, Acting Minister of Lands, Victoria, B. C.

"Dear Sir: I beg to protest against approval of undertaking issuing to the Prince Rupert Hydro-Electric company until the matter has been thoroughly investigated.

"The above company is supposed to have acquired the charter rights of the Tsimpsean Power & Light company granted by private act in 1907. The question of whether the company may enter upon the streets of Prince Rupert is in doubt, and I would ask that before anything further is done the city of Prince Rupert should be given an opportunity of being heard.

"Yours very truly,  
 "WM. MANSON."

Following the council meeting the city clerk forwarded this telegram to the minister of lands:

"I am directed by city of Prince Rupert to notify you city objects any approval being given Prince Rupert Hydro-Electric Co., Ltd., their plans so far as these plans affect entry into Prince Rupert. It will be necessary give city plenty time to present its case—at least two months."

**A Weak-kneed Admission**

It will be noticed that William Manson says the question is still in an unsettled condition. This is simply the weak-kneed admission that the deal has gone through. The company boasts that it has gone through, and as Manson deceived Prince Rupert before the public will conclude that he is doing it again. The company would not likely be talking if they did not have the deal clinched.

**A Useless Member**

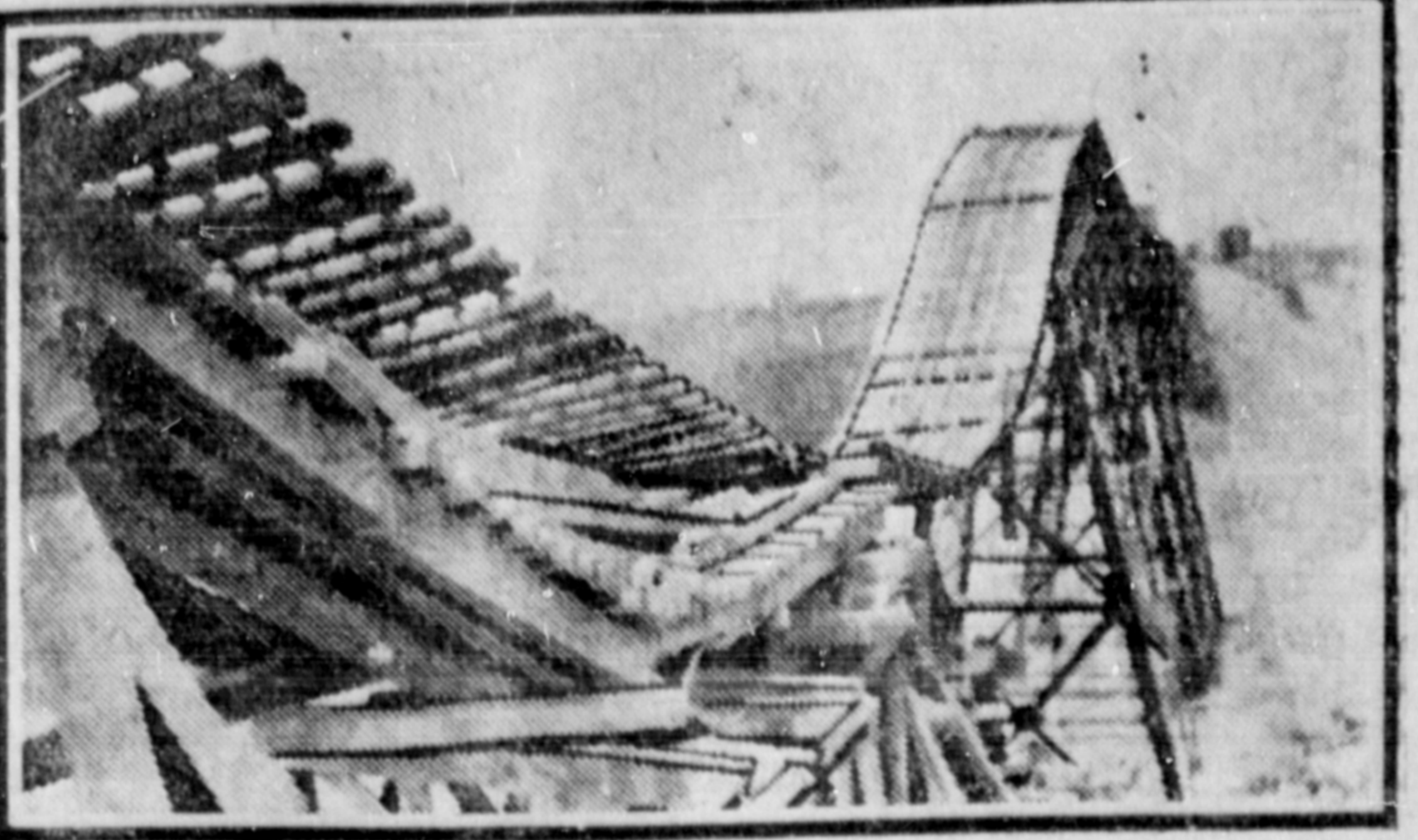
Manson's attempt to shift the responsibility on the city council is a cowardly and clumsy effort to get from under, and betrays his own pitiful weakness as a representative of the people. If William Manson cannot protect the city against the machinations of the McBride government then it is time the city had a representative who would at least make a protest.

**How the Job Is Done**

Under the municipal act it is necessary for the minister of mines to approve of the plans of this company to come into the streets of Prince Rupert or any other portion of the district. It is the duty of Wm. Manson, the representative of the city and district to see that the people are advised when the company make this application. He knows the people are opposed to letting this company on the streets and has frequently made political capital out of the citizens' determination to keep them out at all costs. Yet the government makes this deal over the head of the city and William Manson is mum.

**The First Failure**

This is not the only responsibility Wm. Manson has on this deal. When Prince Rupert sent



**REMARKABLE SINKING OF RAILWAY BRIDGE**

This cut shows where a bridge on the C. P. R., near Baxter station, north of Alliston in Ontario, buckled a short time before an express was due. A pier sank in quicksand and let the structure collapse and sink.

delegates to Victoria to have a special charter put through for this city a special request was made that Premier McBride carry out his promise and protect the city from the Tsimpsean Power company. The attorney-general refused this request and Wm. Manson, M. P., humbly submitted to a bill which left the control of the city's streets in the hands of the McBride government. Prince Rupert delegates protested, but Wm. Manson submitted. Had he fought then to protect the city's franchise the present deal would have been impossible.

Later Wm. Manson appeared

before the electors of Prince Rupert and assured them that the matter was in safe hands. The company could not come into the city without the approval of the minister of mines, and he promised that the minister would not allow it in opposition to the wishes of the citizens.

It is for the people to judge how he has kept that promise.

He has been the political stool pigeon of a corrupt government. The whole of this political crime has been a series of Manson's vassalisms.

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Skeena Land District—District of Coast, Range Five.

TAKE NOTICE that I, William McK. Logan, of Prince Rupert, B. C., occupation prospector, intend to apply for permission to purchase the following described lands: Commencing at a post planted 160 chains east and 40 chains south of the northeast corner of Pre-emption Record 1938, thence south 40 north 40 chains, thence west 80 chains to chains, thence west 80 chains along the shore line to point of commencement, containing 320 acres, more or less.

WM. MCK. LOGAN.  
 March 7, 1914.

Skeena Land District—District of Coast, Range Five.

TAKE NOTICE that I, David Cook Strang, of Prince Rupert, B. C., occupation clerk, intend to apply for permission to purchase the following described lands: Commencing at a post planted about 160 chains east and 60 chains north of the northeast corner of Pre-emption Record 1938 at a point on the northerly shore line of an island, thence south 60 chains to the southerly shore line, thence easterly, northerly and westerly following the sinuosities of the shore line to point of commencement, containing 480 acres, more or less.

DAVID COOK STRANG,  
 William McK. Logan, Agent.  
 March 7, 1914.

Skeena Land District—District of Coast, Range Five.

TAKE NOTICE that I, Andrew MacLean, of Prince Rupert, B. C., occupation carpenter, intend to apply for permission to purchase the following described lands: Commencing at a post planted about 160 chains east and 60 chains north of the northeast corner of Pre-emption Record 1938 at a point on the northerly shore line of an island, thence south 60 chains to the southerly shore line, thence westerly, northerly and easterly, following the sinuosities of the shore line to point of commencement, containing 480 acres, more or less.

ANDREW MACLEAN,  
 William McK. Logan, Agent.  
 March 7, 1914.

Skeena Land District—District of Cassiar.

TAKE NOTICE that I, Arthur Holmes Pigott, of Victoria, B. C., occupation manager, intend to apply for permission to lease the following described lands: Commencing at a post planted at high water mark at the southwest corner of Lot 467, Portland Canal District, marked "A. H. P. N. E. Cor.," thence following the high water mark in a southerly direction approximately 50 chains to a post marked "A. A. P. S. E. Cor.," thence west to low water mark, thence following the low water mark in a northerly direction approximately 60 chains, to a point at low water mark due west from point of commencement, thence due east to point of commencement, containing 80 acres more or less.

ARTHUR HOLMES PIGOTT,  
 J. W. Stewart, Agent.  
 April 20, 1914.  
 Published May 18 to July 20.



H. R. H. THE DUCHESS OF CONNAUGHT

At Toronto St. Andrew's College games. First sketch of the duchess since her recent illness.

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During its first year in office the Borden government gave to Mackenzie and Mann assistance totalling \$10,325,000. Last year the government gave the two railway millionaires further assistance in the shape of a cash grant of \$15,640,000 from the public treasury. Today the same government proposes to give to the same two railway millionaires still more money in the shape of a bond guarantee of \$45,000,000, and since the Conservative majority in the commons has already voted its approval of the proposal the guarantee legislation will all but certainly pass into law within the next few days despite Liberal efforts to block a plan which is plainly contrary to the public interest.

two millionaires would stand off course at a still higher figure something like \$2,212,000.

Taking the three years between October, 1911, and October, 1914, the amount of the Borden assistance to Mackenzie and Mann will figure out at \$65,721 per day. Thanks to Mr. Borden, his colleagues and his obedient majority, Mackenzie and Mann will have received from the people of Canada, either in cash or on the credit of the country, nearly \$66,000 for every 24 hours of the three years.

Looking at the matter from another angle, it will be found that the total assistance given Mackenzie and Mann at public expense by the Borden government in three years will be practically equal to \$40 for every man, woman and child in the Dominion. The number in the average Canadian family is five, so that this government which is so generous with the public money when the railway corporations are concerned has handed over to Mackenzie and Mann in less than three years a sum equal to \$50 for every family in the Dominion.

The Borden record is a fine record—from the standpoint of the two railway millionaires. It is not so fine a rec-

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