

BIGGS AND THE MOTOR TRUCK DEAL

One of the first transactions by the Drury Government to be conducted "behind the scenes" was the purchase by Hon. F. C. Biggs, Minister of Highways, of motor trucks from Leonard C. Parkin of Dundas. While secret transactions have become more or less a characteristic of the Drury Government, this is believed to be the original transaction in which the huge sum of \$117,899 of the taxpayers' money passed into the hands of a constituent of the Minister for the fulfilment of a contract for motor trucks without public tender. It is probably one of the most glaring instances of the government's method of conducting public business. The deliberate violation of the recognized procedure of public tender and the secrecy with which the deal was brought about, leaves the entire proceeding under suspicion.

The facts of this astounding motor deal as gleaned from sworn evidence taken before the Public Accounts Committee of the Legislature, are :

Leonard Parkin, a garage proprietor in Dundas, was a friend of the Hon. F. C. Biggs. Early in December, 1919 Mr. Biggs told Parkin that "The Department was going in for trucks." Parkin said he would like to tender for the contract, and Mr. Biggs paid several visits to his garage following this assertion. Parkin made up his tender and handed it to Mr. Biggs, who was on his way to Toronto, on Monday morning, December 29, 1919. About 8 o'clock on Monday night, Mr. Biggs called Parkin on the telephone and told him to come to Toronto the next day to talk the truck matter over.

A PRIVATE ARRANGEMENT

Parkin, accompanied by Roy A. Reynolds, a salesman, left Dundas by motor the following morning at 5.30 a. m., arriving at the Parliament Buildings a little after eight o'clock. Parkin, Reynolds and Mr. Biggs were then closeted in the Minister's bedroom for a period of 40 minutes. They later adjourned to Mr. Biggs private office where Engineer George Hogarth of the Department met them with Parkin's tender.

With little or no discussion, Parkin's tender, received without public competition, was accepted, and the order signed, the total examination of the offer by the engineer and Minister lasting less than half an hour. Mr. Parkin in his evidence swears that he and the Minister had negotiated the deal and that Reynolds had nothing to do with it although Reynolds sued Parkin for agent's commission on the sale.

Reynolds, called before the committee stated on oath that Parkin, Mr. Biggs and himself had discussed the whole transaction in Parkin's private office at Dundas. During this conversation Parkin stated that he would like to tender but that he could not compete with other firms who could give a discount of 25 to 30 per cent. He stated that the best he could do would be 10 per cent.

"KEEP THEIR MOUTHS SHUT"

The sworn statement of Reynolds then is that "Mr. Biggs turned to Parkin and stated: 'Listen to Reynolds. Let him fix up this deal and get some money.'" According to Reynolds Mr. Biggs also stated that there would not be any tenders in competition if they knew enough to keep their mouths shut." The following Monday Reynolds saw Parkin take the tender out of the safe and give it to Mr. Biggs to take to Toronto.

The following extract from the official evidence then shows what transpired :

Reynolds : We were sitting in Biggs' bedroom and he heard someone out in the hall. He said, 'I think that is him now.' He got up and went out and left us in the bedroom.

Q. How long was he away, how long in the other room?

A. I would judge about five minutes.

Q. Then what happened?

A. Biggs could see Parkin from where he was sitting from his office, but he couldn't see me. He said, 'Come here.'

"SH!"

Q. The doors were open?

A. Yes. He said 'Come here' and beckoned to Parkin to come in. Parkin said 'Sh.' I sat still and he went into the other room.

Q. Then Mr. Reynolds, how long were you in the bedroom?

A. I would judge half an hour or so, probably three-quarters.

Q. When did you see them next?

A. Parkin and Biggs came back into the bedroom and Parkin had the tender or contract and was wrapping it up and putting it in his pocket. Mr. Biggs let us out of the side door. There is a door from his bedroom to the hallway. He let us out there.

WHAT SHOULD BIGGS GET?

After the contract had been thus secured by Parkin, Parkin asked Reynolds what he expected on "The Government deal." Reynolds stated that he wanted his usual commission of 5 per cent. Parkin then asked him what he thought Biggs should get out of it and he stated that he figured he should get \$3,000.

Later, according to Reynolds, Parkin tried to "double cross" him and not pay him his 5 per cent. commission. He was given a cheque for \$459.62 commission on cars sold and a cheque for \$400 "as a tip for being a good fellow." He had refused this on the advice of his lawyer and sued Parkin for \$5,000 commission he claimed was due. Biggs

then called on Reynolds and asked him what he would take to settle and Reynolds stated \$3,000. Biggs then informed him that he would talk to Parkin about it.

According to Reynolds, Mr. Biggs was to get his \$3,000 when the "row in the press had died down."

In another part of his evidence, Reynolds swore that Parkin asked him, "What do you figure we have to give Biggs?"

Q. Do you mean that it was to pay the Minister of Public Works for giving the contract to Parkin?

A. That was the way I looked at it. That is what I believed.

Q. The way I took it is this: "Parkin said what do you figure to give Biggs? I said, "We should give him \$3,000, and you can take my share up to five per cent." What I want to get at is this, that was \$3,000 which you understood was a bribe going to the Minister of Public Works for giving this contract to Parkin. Is that what you understood?

Pressed by Col. Price, Reynolds said that the money was to be given "for putting the deal through," and again, "I think we both figured that something was coming to him (Biggs)."

Previous to this conversation between Parkin and Reynolds, the question of making the Minister of Public Works, for his share in the contract, a present of a new motor car was discussed, but it was thought that this might too easily be traced.

CONTROL OF ROOT MAGGOTS

The corrosive sublimate treatment is now regarded as the most economical and efficient method of controlling the cabbage maggot, says a recent pamphlet issued by the Department of Agriculture at Ottawa. Radishes, garden and field turnips, cabbages and cauliflowers may all be treated with this substance without fear of injury. At least two treatments in the spring or early summer are necessary but three are advisable in the majority of cases. Not only are the plants rendered free from attack by the treatment, but the effect on their growth is beneficial. Corrosive sublimate is used at the rate of one ounce to ten gallons of

water and should be applied to the stem and roots of each plant at weekly intervals after egg-laying has commenced, which in most sections of Canada is usually about the middle of May in a normal season. On the Pacific Coast of British Columbia, however, eggs may be laid early in April.

The Onion Maggot.—For control of the onion maggot, two methods that have been found satisfactory, namely, the poisoned bait method and the trap crop method. When the flies are active, which occurs especially on bright, warm, sunny days, the following bait can be beneficially used: Sodium arsenite, one quarter to one half an ounce dissolved in a gallon of boiling water and a pint of molasses added. Place from twenty to forty pans, dishes, china saucers, filled with the bait, on the soil surface of each acre when the seedling onions are from one and a half to three inches high, and then on four or five later occasions as warranted. Excellent results have also been obtained by sprinkling the bait mixture in large drops over the soil and foliage of onions and neighboring vegetation.

Under the trap crop method, the culms of last season's crop are planted, 100 feet apart. Their earlier leaf growth attracts the fly. The trap plants are pulled up about June 15 and destroyed.

It should be remembered that both poisons are extremely virulent and should be kept out of reach.

The pamphlet referred to is entitled, "Root Maggots and Their Control," and can be had free on request.

SOME PIONEER ROAD STORIES

(By Peter McArthur.)

The best stories I ever heard about those bog-holes were told by old Amos Hyse, Bill Hyse's father. He used to mourn because he couldn't get a span of mules to drive because he said the long ears of the mules would help him to know where they were when he was driving along the roads. He always told his tall yarns as if they had happened to himself. One of them has just come to my mind. He said that one day he was going along the road when he saw a bit lying on the mud ahead of him. He picked it up and found that there was a man under it. He pulled the man out and as soon as he got the mud out of his mouth he said:

"Come and help me pull out my horse. He was under me."
"Amos Hyse was the biggest liar in the country and you know it," said

the wife. Donald Ban's eyes twinkled.

And I just remember another of his yarns. One wet day he was hauling home logs to build a new barn when his load got stuck in a soft spot. He was using a new harness he had brought home the day before. The horses pulled at the load and the wet tugs began to stretch. The horses pulled and pulled and the tugs stretched and stretched—because it was raining and they were wet. They stretched until at last the horses reached the house and the load was stuck in the bog-hole. Amos was so disgusted that he took the harness off the team and gave up work for the day. But it so happened that he threw the harness over a stump and that night the weather cleared and a drying wind came up. In the morning Amos didn't know what to say, for there was his load of logs smack up beside the house. The dry wind had shrunk up the tugs to their own length and they had yanked the load right out of the bog-hole and up to the house.

One thing about daylight saving is that it affords the automobilists more time to get themselves smashed up.—Worcester Telegram.

Emporia, Kansas, has revived the curfew. When it sounds, the children make the old folks go to bed.—Greenville Piedmont.

A letter from Paris says that the fat woman has come back into style. And is it for this that myriads of women have suffered and reduced?—Arkansas Gazette.

If there's anything in this new French theory that fruits feel pain, the green apple would appear to have a good comeback.—Detroit News.

Profanity Gited as Evidence of Lunacy.—Heading in The New York Herald. Of course, Thousands of men swear when they get mad.—Providence Journal.

2 IN 1
WHITE
Shoe Dressing
CAKE OR LIQUID

Gifts for the June Bride

We have many Useful and Ornamental Gifts. Come and inspect our stock before deciding, we know you will have no difficulty in making a selection. See our New Patterns in Dinner Sets.

The Variety Store

GRAND TRUNK RAILWAY SYSTEM

Improved Train Service

DAILY EXCEPT SUNDAY

Lv. Durham	7.05 a.m.	3.15 p.m.
Lv. Mt. Forest	7.38 a.m.	3.51 p.m.
Lv. Palferston	8.28 a.m.	4.23 p.m.
Lv. Fergus	9.15 a.m.	5.05 p.m.
Lv. Elora	9.20 a.m.	5.10 p.m.
Ar. Guelph	9.45 a.m.	5.36 p.m.

Ar. Brantford 1.00 p.m. 8.35 p.m.
Ar. Hamilton 1.00 p.m. 8.30 p.m.

Ar. Toronto 11.10 a.m. 7.40 p.m.
Returning, leave Toronto 6.50 a.m. and 5.02 p.m. Parlor Buffet Car Palmerston to Toronto on morning train and Guelph to Toronto on evening train.
For full particulars apply to Grand Trunk Ticket Agents.

Prices Talk

If you are thinking of getting a New Suit don't miss looking over our stock.

Men's Blue Serge Suits at . . .	\$26.50
Men's Brown Tweed at	22.50
Men's Stripe Tweed at	14.50
Young Men's Suits, long pants	14.50
Boy's Grey Tweed at	6.75
Boy's Brown Tweed at	7.50

These Suits are all First-class Quality and all New Stock. Cash Prices Only.

D. M. SAUNDERS
Gent's Furnisher

Rob Roy Mills Limited

WE HAVE A GOOD STOCK OF FEED ON HAND CONSISTING OF

Oat Shorts, Crushed Oats, Feed Oatmeal, Clansman Stock Feed, Heavy Mixed Chop, Feed Oats, Chieftain Mixed Feed, Crushed Oats Corn and Barley, Poultry Scratch, Baby Chick Feed

We are selling our Feeds at Special Prices in Large or Small Lots.

GET OUR PRICES. TERMS: CASH ONLY
WE WILL SAVE YOU MONEY
No Town Delivery
BUSINESS HOURS: 8 a.m. to 5 p.m.
ROB ROY MILLS LIMITED
PHONES: Day 4, Night 81. DURHAM, ONT.

The Greatest Service—The Least Attention



There's no piece of farm equipment that gives so much service over so long a period with so little attention as a good windmill. That's why I recommend the Toronto Self-Oiling Windmill so highly. Lots of Toronto Windmills have given from eighteen to twenty years' service with practically no attention outside an occasional oiling and are still operating satisfactorily every day.

In the Toronto Self-Oiling Windmill all gears operate in a bath of special oil affected by neither heat or cold—every bearing thoroughly and automatically lubricated. New oil is required "only once a year."

If you already own a Toronto Windmill, I can give you this self-oiling feature by merely interchanging the head and using your present wheel. Most Toronto Windmills, too, can be made absolutely self-regulating in operation.

JOHN SHUTZ, DURHAM, ONTARIO

TORONTO SELF-OILING WINDMILLS

The "Toronto" Tower will stand for a lifetime because it is the heaviest, strongest and best-braced one built for any windmill.

JUST ARRIVED. A SHIPMENT OF

Aylmer Force and Lift Pumps

Renfrew Cream Separators

"The Best on the Market"

A Full Line of

SPRING FARM MACHINERY

WILLIAM STONE FERTILIZER "None Better"

J. SCHUTZ

COCKSHUTT AGENT - - DURHAM

"EVERYTHING IN FARM MACHINERY"