Halibut	0.10	"	0.15
Kippered herring, per doz	0.30	"	0.00
Finnan haddies	0.00	"	0.06

OILS.

Pratt's Astral	0.00	"	0.20½
White Rose and Chester	0.00	"	0.17½
High grade Sarnia and Arclight	0.00	"	0.17
Silver Star	0.00	"	0.17
Turpentine	0.67½	"	0.00
Raw oil	0.00	"	0.89½
Boiled oil	0.00	"	0.92½
Extra lard oil	0.87	"	0.00
Extra No. 1 lard	0.81	"	0.00
Motor gasoline	0.20	"	0.00

ALL DEPENDS ON GERMANY

(Continued from page 1.)

to the development of aviation and said not many months would pass before regular flocks of naval aeroplanes would be attached for ordinary service to all the various squadrons and other commands. He eulogized British shipbuilding resources which he declared were largely in advance of those of any other single power in the world. "There is therefore no danger of our being ever taken unless we want to be."

After reviewing the necessity for British naval preponderance, which he described as purely defensive, and pointing out that as she did not possess a great army Britain could not even if she wished menace the independence or vital interests of any great continental state, Mr. Churchill outlined the government's plans to bring the existing naval reserves into a condition of greater readiness. Under the new organization the ships available for home defense are to be divided into three fleets comprising three battle squadrons of eight ships each with their attendant cruiser squadrons, torpedo boat flotillas and all auxiliaries.

An expansion of the force of destroyers and submarines was also announced by the first lord, who said that this force would hereafter be placed under the control of an "admiral of patrols." They would be combined with a special new system of coast defense which would enable the battle fleets to confine themselves to their prime business of defeating the enemy's battle fleet without being diverted by the necessity of protecting the British coasts from raids either naval or military.

The first lord also foretold a modest democratization of the navy by the yearly promotion of 25 or 30 warrant officers to commission rank as sub-lieutenants.

Mr. Churchill's statement was received with a general chorus of approval. The only strongly dissenting voice was James Kier Hardie's, who in behalf of the Laborites, protested against the constantly increasing naval expenditures. He declared that this constituted a challenge to the other powers, which they were bound to accept and which eventually would lead to war.

Lord Charles Beresford said that the programme did not make sufficient provision for the protection of trade routes. He regarded the mention of Germany as unnecessary and sure to provoke that country.

LOCAL NEWS

Rev. E. J. Jenkins, formerly pastor of Ludlow street Baptist church, west side, has been in the city during the last few days, the guest of E. A. Young, Carleton. He intends to make his home in Centreville Carleton county in the future.

Five of the sixteen deaths for which burial permits were issued by the board of health during the last week were due to tubucular trouble. The list is as follows: Tuberculosis, four; tubucular peritonitis, one; pneumonia, two; senility, inanition, anaemia, eclapsia, convulsions, appendicitis, abcess of liver, acute nephritis and cerebral hemorahage one each.

The big British coal strike is already seriously effecting the earnings of the large steamship companies and will effect the export business at this port, unless it is settled soon. Steamship men here state that the bunkering of a double supply of coal at this port means that an extra cargo hold must be used. This, of course, means that the homeward earnings are largely affected.

Mrs. Thomas Hargreaves, who with her two children arrived on the Donaldson liner Saturnia some days ago, expecting to meet her husband, a well to do Scotch farmer, of Alberta, is still at the Western House, West End. Mrs. Hargreaves has heard nothing of her husband and naturally, feels worried. She has communicated with Mr. Hargreaves' father in Alberta, as she believes that her husband is on his way to the west. She will remain here till she has word from Alberta.

Many big game animals were killed in the province last year. In Restigouche, Gloucester and Northumberland 687 moose, 240 caribou and 743 deer fell before the hunter's rifles. In Albert, Kings, Kent and Westmorland the number was 516 moose and 608 deer. In Carleton, Victoria, Charlotte and Madawaska the totals were 289 moose, eight caribou and 240 deer, while in York, Sunbury, Queens and St. John, 240 moose, eighteen caribou and 619 deer bit the dust. The totals are 2,132 moose, 266 caribou and 2,210 deer.

Several business men of Lancaster gathered in the fire station in Fairville on Friday and completed the organization of the board of trade It is the intention to secure a charter. James Mason was elected president and Alfred Burley, secretary. Committees to arrange for by-laws and other things in connection with the new board were selected, and another meeting is to be called next week. It is intended to send a strong delegation to Fredericton on Tuesday, March 19, in the interests of Lancaster in regard to the city commission bill. The following resident of Lancaster are charter members of the new board: James Mason, T. H. Wilson, J. E. Bryant, William Fox, Rev. H. R. Boyer, James Mills, W. Stynest, C. J. Hennessey, D. Campbell, J. Stout, W. L. Fenton, J. O. Donaldson, J. McL. Macfarland, A. Collins, W. J. Linton, J. T. O'Brien, J. W. Stephenson, W. B. Cooper, C. E. Dalton, H. B. Tippetts, J. M. O'Brien, D. Ready, G. H. Allen, J. E. McMurray, J. Gallagher, P. J. McMurray and Alfred Burley.

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Ask YOUR Doctor

The Semi-Weekly Telegraph and The News

VOL. LI. ST. JOHN, N. B. SATURDAY, MARCH 23, 1912 NO. 50

BARES TORY POLICY OF DESTRUCTION

Strip Crown Lands for Revenue

Hon. Mr. Sweeney Proves Cut Has Increased Enormously

Pulp Wood Shipped to United States Largely Responsible for Good Showing of Department--Province's Main Asset Being Sacrificed--The Audit Act Farce--Hon. Mr. Murray Replies—Business of the House.

Special to The Telegraph.

Fredericton, N. B., March 21—The budget debate is still before the house. Messrs. Sweeney and Murray had the floor this afternoon. There was nothing that was new in the house in Hon. Mr. Murray's reply, while the arguments advanced by Mr. Sweeney to prove that the contention of the government that there was a smaller cut on the crown lands are considered unanswerable. In brief, he proved by their own professions that decreased trans-Atlantic shipments from North Shore ports indicated a decreased crown land cut were false, as the shipments in 1911 were 47,000,000 feet less than in 1910 while the territorial revenues increased largely.

The business of the house is progressing slowly. There have been no night sessions this week, owing to delegations, farmers and dairymen's convention, and social functions. There are a large number of bills that have not been considered in committee, and one of the most important committees—corporations—has its first session tomorrow.

The budget debate may not end this week, as there are several members on both sides who wish to speak yet.

The public accounts committee is making fair progress, but the most contentious items in the public works have yet to be reached. Next week will be a busy one with supply and all the important measures to come up.

There are many St. John bills, the most important of which will be the new charter measure, the amendment to the assessment act, and the bill to provide for the city taking charge of electric light poles.

Mr. Sweeney's Hot Shot.

Hon. Mr. Sweeney resumed his speech this afternoon and for an hour held the undivided attention of the house with one of the most vigorous and eloquent speeches that it has ever been the pleasure of the members and the spectators in the galleries to hear for some time.

He returned again to the discussion of that oft-repeated assertion and stock in trade argument of the government and its supporters that with only sixty per cent. of as much cut on the crown lands of the province as in the days of the old government, they were able to collect more stumpage, and that this was because of their superior honesty.

Mr. Sweeney said that he had only to take the figures of the honorable provincial secretary himself to prove that his argument was faulty and his premises wrong. That gentleman in his speech of Wednesday had given figures of the trans-Atlantic shipments for some years past, and he had stated that those trans-Atlantic shipments from the North Shore ports of the province indicated fairly what the cut was upon the crown lumber lands. Taking his own argument, which was that with lesser shipments under this administration than in the days of the old government, there was a larger revenue, what must be said when it is known that the shipments of 1911 were 47,000,000 feet less than in 1910, and yet there was never such a territorial revenue as there was last year. That of itself shows that the bases of the argument against the old government was all wrong; but it was made, said Mr. Sweeney, to reach unthinking people. It was made to make the public believe that the crown lands of the province were not properly administered under the old administration.

The provincial secretary was very careful not to make any mention of the shipments from the North Shore to the United States. He was very careful also not to speak of the lumber held over, of the millions of feet lying upon the wharves along the Miramichi. He did not even say that there was a far greater area of lumber land under license every year and that because of this there was a greater revenue.

A Pertinent Query.

Why should there not be more stumpage? he asked. They were cutting upon the Blue Bell tract, which had never been exploited under the old government, and they had a large revenue from it. More than that, they were receiving almost double the upset prices that had been received by the former administration. He thought that was all right. He believed that the prices should have been higher in former years. He thought that a great mistake had been made when the vast territories of New Brunswick forest lands were handed over to the New Brunswick railway. That was done by a Tory government before the Blair government came in power, and it is ancient history, and he had no right to go back and impute motives to those gentlemen who had done what was considered best and right in

(Continued on page 8, third column.)

FARMERS DEMAND A SQUARE DEAL

Want More Government Assistance to Encourage Agriculture

MAY ENTER POLITICS

Convention Recommends That They Run a Candidate in Each Constituency—Better Stock, Fertilizer at Cost, Cold Storage Among Other Asked—Officers Elected.

Special to The Telegraph.

Fredericton, N. B., March 21—The thirty-sixth session of the Farmers' and Dairymen's Association of New Brunswick closed tonight. The officers were elected for the ensuing year as follows: President, Louis H. Smith, Albert county; vice-president, Ashley George, Sackville; recording secretary, A. G. Dicksdn, Chatham; corresponding secretary, Morris Scovil, Gagetown; treasurer, H. M. Smith, Blissville, Sunbury county.

Vice-presidents—Albert, R. A. Smith, Elgin; Carleton, W. A. Taylor, Florenceville; Charlotte, Tilley Reid; Gloucester, B. J. Power, North Tetagouche; Kent, Fidele Daggett, Dundas; Kings, Edgar Shamper, Kingston; Madawaska, J. A. Bernier, Edmundston; Northumberland, Clifford Galloway, Napan; Queens, John McKinnon, Dundee; St. John, R. G. Murray, St. John; Sunbury, Milton A. Smith; Victoria, J. W. Stephenson, Arthurette; Westmorland, Wm. Murray, Murray Road; York, W. H. Moore, Scotch Lake.

Dairy Production in the Maritime Provinces was the subject of discussion at the evening session. It was generally recognized that as far as beef is concerned the eastern provinces are not so well situated as they were some years ago. Deterioration of cattle was assigned as the reason, and improvement of breed by the importation of Shorthorn bulls was strongly urged.

The "scrub" bull was strongly condemned, T. W. Butler, of Newcastle, advocating that the province empower game wardens to impound such animals if found at large and to fine the owners, or in extreme cases to sell the animals.

Raising and breeding of cattle of one breed in any one section was advocated. Fall calving was held to be superior to spring calving, and improved stable accommodation for cattle urged.

To aid the beef raisers of the province to compete with the upper Canadian packing houses, the establishment by the government of abattoirs with cold storage plants in connection, was advocated.

The speakers were Prof. E. S. Archibald, of the Nova Scotia Agricultural College, Truro, and Ashley George and Chipman Harper, of Sackville. At the close of the discussion a number of important resolutions were passed. Tomorrow morning and afternoon seed judging, under the direction of Prpf. Cutler and S. J. Moore, will continue.

Prof. Archibald, in discussing the question of beef raising, favored the purchasing of half-finished stock and its finishing by farmers as the most profitable. Concerning stabling, he advocated more windows in barns and better ventilation, as a means towards securing healthier conditions among cattle. The latter would win-

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EFFORTS TO SAVE RICHESON FROM DEATH PENALTY

Friends of Confessed Murderer of Avis Linnell Hope for Commutation to Life Sentence.

Boston, March 21—Efforts to save Clarence V. T. Richeson, the confessed murderer of Avis Linnell, from death in the electric chair, began today when his counsel, William A. Moree, conferred with Governor Foss. The date set for the former clergyman's execution is May 19.

While Attorney Morse did not present a formal petition for commutation of sentence, he assured himself that such a petition would be received by the governor, and that it would probably be submitted to the pardon committee of the executive council for action. It is optional with the governor whether he shall submit such a petition to the council. Mr. Morse said that no petition for commutation would be sent to the governor for two weeks at least, and he further intimated that the matter would not be pressed until the date of the execution was less than a month away.

Richeson's friends hope to obtain a life sentence for him.

WOMEN AND THE GREAT STRIKE

A Group of British "Pit Brow Lassies" Coming Home from Work at the Colliery—Literary Digest.

BIG MAJORITY FOR COAL STRIKE BILL

Unionists Oppose Second Reading

Balfour Calls Measure a Breeder of Similar Troubles--Tory Leader Intimates That Their Obstruction to It Will Cease Now --- Distress Increases Throughout Britain.

Canadian Press.

London, March 21—Arthur J. Balfour's motion for the rejection of the minimum wage bill was defeated and the government bill passed its second reading in the house of commons tonight by a majority of 123—a larger majority than the ministerialists themselves had hoped for. The vote stood 348 to 225. The Laborites and Nationalists voted with the government.

The prime minister formally moved the second reading of the bill and then immediately yielded the floor to Mr. Balfour, who in moving its rejection, temporarily assumed the leadership of the opposition. The debate on the bill was interesting in character and served to dissipate much alarm which was created by the announcement last night that the Unionists intended to oppose the passage of the measure. It is now evident that the Conservative leaders had no idea of upsetting the government, but that they merely desired to wash their hands of responsibility for the bill, and had no wish to assume office themselves.

The debate showed that the Labor leaders were in a more reasonable mood. Although they tabled a number of amendments, one for the inclusion of their schedule of minimum wages, it is believed that they now will be satisfied with what the government will be willing to concede, the inclusion of the five shilling and two shilling minimum.

Altogether the tension has been greatly relaxed, and although the debate may be carried into next week, it would not be surprising if the government's original programme was carried out, and the bill become a law by Saturday.

No Further Tory Opposition.

The Conservatives are not likely to take any official action in the committee stage, which will be concerned for the most part with the labor amendments.

During the course of today's debate, Austen Chamberlain confessed that the opposition was not anxious to take office, but that it would not shirk the responsibility if called to office. The bill, he said, stood for a policy of surrender and would engender similar demands from other trades.

Sir Edward Grey, secretary of state for foreign affairs, denied that the bill would create trouble in the future. New circumstances had arisen and the door had been opened with regard to a minimum wage which could not be closed again. It would be futile for parliament to bury its head in the sand and try to ignore the question. It would make trade struggles easier to avoid by facing it. Within a few weeks, perhaps days, they would be dealing, not with the causes, but with the terrible consequences of the strike. That was why the government had introduced the bill.

William Bruce, Labor member for Glamorgan, South, said that if the government would not amend the bill to include the whole miners' schedule, they should at least amend it to include their irreducible minima, five shillings for men and two shillings for boys, so that when the miners went before the district boards they would be assured of some definite basis of settlement.

Balfour Opposes Bill.

The gravity of Great Britain's national peril arising from the labor war which Arthur J. Balfour, the former Unionist leader, characterized as passing in magnitude anything that this country has heretofore experienced, was reflected in the tense atmosphere of the house of commons this afternoon when the minimum wages bill came up for a second reading.

(Continued on page 8, fifth column.)

"BOSTON MAGNATE" DUPES MONTREAL

Bought Millions of Real Estate on Wind—His Real Name Said to Be Rowe, of Fredericton—Cut a Great Swath at the Windsor Hotel—Police Now Looking for Him.

Canadian Press.

Montreal, March 21—Negotiations for the sale of $2,000,000 worth of Montreal real estate collapsed completely last night with a number of local real estate agents, when it was discovered by the management of the Windsor hotel that "George H. Harrison, of Boston," the mysterious financier who bought the Grey Nuns' property on St. Catherine street last week for nearly $1,500,000, was a man from Fredericton (N. B.) by the name of Rowe.

Rowe, alias Harrison, left the hotel unexpectedly yesterday afternoon, forgetting to pay his bill or claim his meagre baggage.

As a result of Rowe's disappearance, and the discovery that his capital amounted to a few hundred dollars instead of a few millions, the Grey Nuns' property on St. Catherine street reverts to an Ottawa man who holds an option on it, and the present owner of Dominion square Methodist church has to find another buyer.

The first gentleman has for his pains a worthless $10,000 check, but the second managed to rescue his plans from "Harrison's" room in the Windsor last night.

A third real estate owner, a well-known cattle man, it is understood, has a worthless check for $1,000 on his hands as the result of an unsuccessful attempt which Rowe made to buy his house.

His last appearance at the hotel was at noon yesterday. By evening there were four detectives in the house looking for him—two of Chief Carpenter's men and two from a private agency. The result of their joint endeavors and those of the hotel management was the discovery that the bird had flown. His baggage was a negligible quantity.

Harrison was recognized by one of the night clerks of the Windsor as one Rowe, of Fredericton (N. B.) Letters addressed to him as Rowe were found in his room.

WINDSOR APPLE EVAPORATING PLANT BURNED

Loss About $15,000, With Insurance of $7,000--Firemen Had Hard Fight to Keep Flames from Spreading.

Windsor, N. S., March 21—The apple evaporating plant with all its contents was burned to the ground here tonight. The flames burst out about 10 o'clock and within an hour the building was completely gutted. The loss is estimated at about $15,000, insurance about $7,000 in several companies.

The proprietor, R. J. Graham, was at the hotel when the fire broke out and when he reached his plant which is near the railway station, the fire was well under way. His books had been removed but valuable papers were destroyed.

For a time it was feared that the large apple warehouse of Sexton & Bligh, within twenty feet of the evaporator, would go but the firemen saved it by protecting it with rubber blankets and keeping several streams of water playing continually on its roof and sides.

The evaporator was situated on the waterfront near the D. A. R. station. Fortunately there was no wind or the great conflagration which swept Windsor in 1897 might have been repeated. At 11.30 the fire was under control.

A JUICY "MELON" FOR STANDARD OIL MAGNATES

New York, March 21—The Standard Oil Company of Indiana, declared today a stock dividend of 2,900 per cent, payable to stock holders of record of April 1.

This action follows a recent increase in the company's capital from $1,000,000 to $30,000,000, the additional $29,000,000 being given to shareholders as a stock dividend.

NOT AFRAID OF ATTACK ON BONAR LAW IN BELFAST

Hon. Mr. Birrell Tells Parliament That Nationalists Will Not Interfere With Free Speech.

London, March 21—In the house of commons today, the Rt. Hon. A. Birrell, replying to a question said that it was not proposed to move extra police to Belfast when Mr. Bonar Law spoke. He (Mr. Birrell) had sufficient confidence in the Belfast Nationalists to believe that they would not interfere with free speech.

DANIEL MULLIN WILL ACT FOR GOVERNMENT AT WASHINGTON

St. John Lawyer to Argue Canada's Case Against Proposal to Lower Lake Michigan's Waters.

Ottawa, March 21—Canada's case against granting the application of the Chicago Drainage Commission to increase the flow of its canal by further diverting water from Lake Michigan has been about completed, as a result of the conference between counsel and experts here this week.

Daniel Mullin, K. C., of St. John, will represent the government in the hearing at Washington on the 27th inst. F. H. Meredith, K. C., will appear for the shipping federation; John Kennedy, for the Montreal harbor board, and Francis King for the Dominion Marine Association. A number of government officials will go along.

The main grounds of objection are that the diversion will lower lake levels by six or seven inches, that extra dredging, consequent upon the diversion will cost ten or twelve million dollars; that a bad precedent will be created, and that there are other ways of disposing of Chicago's sewage than by the plan now in vogue, the system of which is proposed to be greatly extended by increasing the flow of the drainage canal.

GRAHAM BRANDS G.T.P. REPORT FALSE

TARIFF BOARD BILL AMENDED

Senate Makes Appointment of Members During Pleasure of Government

LOUGHEED'S FEARS

Thinks Good Men Will Be Hard to Get if They Are Liable to Dismissal by New Administration—Senate, Also, Proposes to Make Aid to Highways on Equitable Basis.

Canadian Press

Ottawa, March 21—The Liberals in the senate today used their numerical strength for the first time to turn down the government.

An amendment to the tariff bill, which Hon. Mr. Lougheed objected to, was carried. It was moved by Sir Richard Cartwright and provided that the tariff commissioners should not be appointed for a term of five years, but should serve only during the pleasure of the government.

In committee on the bill authorizing the government to grant financial aid to the provinces for highway improvement, Senator Power offered an amendment specifying that there should be distribution among all the provinces on the basis of population. The amendment substituted for the "any province" part of the bill, the words "the several provinces of the dominion," in describing those to receive grants.

Without such amendments a federal government could grant road aid to such provinces as it pleased and withhold it from such as it wished. That could be used as a dangerous political weapon to secure either the people or government of a province. The present government had by word pledged itself to make a fair distribution among all the provinces, but there was no telling what future governments might do.

Dollar-for-Dollar Aid.

Hon. Mr. Lougheed said he thought the amendment would make the bill inoperative. There had to be a conference with the provinces to work out a plan of co-operation. The federal government intended to make an equal distribution among the provinces based on population. The provincial governments would have to contribute dollar for dollar with the dominion toward road work. One or more might be ready to agree to the terms before the others, but it could not receive it unless all were ready, or the others would have the right to receive the aid without complying with the terms. With the intention of the amendment Senator Lougheed said that he agreed but that the amendment carried out that intention, he did not agree.

It was decided on the suggestion of Hon. Mr. Lougheed, to defer action upon the amendment until he had opportunity to further consider its effect.

Fears Good Men Will Not Serve.

In committee on the bill to create a tariff board, Hon. Mr. Lougheed gave the government's view of amendments suggested last week by Sir Richard Cartwright. The first provided that the commissioners should be appointed to serve during the pleasure of the government, instead of for five years, as the government bill proposed. He said the government feared they could not get good men under Sir Richard's amendment. Unless appointed for a term they would fear that

(Continued on page 8, sixth column.)

PLAN TO REMOVE DR. WETMORE FROM OFFICE MAY FAIL

Delegation of Kings County Tories at Fredericton Said to Be Not Hopeful of Success of Mission.

Special to The Telegraph.

Fredericton, N. B., March 21—The Kings county tories in the county council who wanted Dr. F. H. Wetmore, chairman of the board of health, dismissed and who moved a resolution to that effect at the January meeting of the council, are not likely to have their request granted. Three very good Tories from the county, Hanford Price, of Havelock; John E. MacAuley, of Millstream, and Edward Folkins of Studholm, waited upon the government yesterday and preferred their request. They did not meet with a very cordial reception, apparently for not one of them has any idea that the government will accede to their wishes.

It appears that the medical fraternity in the county resent the action of the council towards Dr. Wetmore and have intimated to the government that it would be well for it to hesitate before any such request was complied with.

Bares Tory Plot to Defeat Him

Declares Cost of Road Was Padded for Bye-Election

Ex-Minister, in Parliament, Defies Government to Dispute His Statement, and They Sat Dumb Under the Lashing—Says N. T. R. is the Best Road on the Continent and Cheap as Compared With Other Lines.

Special to The Telegraph.

Ottawa, March 21—The reason the Borden government feared the return of Hon. George P. Graham to parliament was made manifest in the house tonight, when the administration stood convicted of misleading the public and misrepresenting the facts in connection with the statement recently issued, purporting to give the cost of construction of the National Transcontinental Railway.

In a speech of nearly an hour, punctuated by Liberal cheering, the ex-minister of railways tore the veil from the governmental duplicity, and demonstrated that the figures presented to the public for the use of the South Renfrew bye-election were wilfully misleading and energetically "cooked."

There was practically no defence, and no attempt at contradiction of Mr. Graham's charges by any member of the government, from the premier down.

At the conclusion the minister of railways admitted that the figures were not those of the cost of construction, but of the entire cost of the railway, including interest charges of all kinds, and estimate for interest on rental during the seven years, while it was provided no rental should be charged.

"I have no fault to find with the building of the road," was all the minister had to say, "but I still maintain that it cost too much." That was all.

A "Cooked" Report.

"I say this," declared Mr. Graham, in his summing up, "and I defy any contradiction from hon. gentlemen opposite, that the statement sent out by this government a few weeks ago as to the cost of construction of this road was absolutely misleading and untrue; that over $40,000,000 were put into it that any business man would take out at one stroke; that the cost per mile was inflated in a manner which no railway man or no financial man would have permitted or tolerated, and I charge that these wholly inaccurate figures were designed and prepared to be touted by the government and its supporters on every platform in South Renfrew; that they were designed to be unfair and misleading to the people of Canada generally, and more that they were calculated to do our country untold injury by misleading capital and investors in the old land."

"It's the job of this government to mislead the people if they can," put in Mr. Wilson of Laval.

"Well, they didn't mislead the people of South Renfrew," responded Mr. Graham, amid renewed Liberal cheering.

In opening Mr. Graham stated Mr. Cochrane's figures were inaccurate both as separate entities and as a combination statement. The engineers of the department had completed an estimate of the cost of the entire construction last year, which Mr. Graham presented to the house. In less than a twelve month these estimates had been increased by over $26,000,000. Increases were made in the estimates for grading, right of way, bridges, steel superstructure, car shops, terminals, rentals, headquarters expenses and salaries, etc., all of which were presented in detail.

The government Mr. Graham pointed out was face to face with two conditions. Either the estimates had been changed within a twelve month for the purpose of "padding" the cost of construction for the sake of South Renfrew, or, after all its previous criticism as to the expense of the work, the new government found that it was unable to continue it as cheaply as its predecessors. The figures were for the future and not for the past.

Best Road on the Continent.

The country was getting the very best road on the continent, one whose engine haul would average double the average of other roads, and whose fixed charges for interest on capital cost would be based on about $56,000 per mile, as compared with an average of $58,000 per mile for railways in the United States; $62,000 per mile for the Intercolonial; $83,000 per mile for the government owned roads in Russia and $272,000 per mile for the British railways.

Hon. Mr. Cochrane, in his usual laconic manner contented himself with the assertion that the revised estimates of total cost, as previously given to the house were reliable. He made no attempt to reply to any of Mr. Graham's figures or arguments in detail.

The house then proceeded to pass the rest of the minister of railways estimates for the National Transcontinental and the Hudson Bay Railway.

In response to a question by Mr. Emmerson, the minister said the government had yet reached no conclusion as to whether the latter road would be operated by a private corporation or by a government commission, as promised by Mr. Borden in the west last summer.