

THE HERALD

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Canada's Finances.

Hon. W. T. White, Canada's Finance Minister, delivered his budget speech in the House of Commons on Monday of this week. He showed that notwithstanding the financial stringency and the large extraordinary expenditures Canada was called upon to make during the past year, our finances are in a most healthy condition. The revenue for the fiscal year just closed he estimated at \$163,000,000 and the ordinary expenditure at 126 and a half millions, leaving a balance on the right side of the ledger of 36 and a half millions. Capital expenditure during the last year was heavy, including nineteen millions in railway subsidies. The capital outlay amounted to a total of 57 million so that the debt has been increased by nine million. Had it not been for the abnormal subsidies the revenue for the year would have covered both current and capital expenditure. As it stands today the net debt of the dominion is actually six million dollars less than it was when the Borden Government came into power.

The Minister of Finance after giving a most comprehensive review of business and financial conditions of the country took an optimistic view of the future. Referring to the duty on agricultural implements, the Minister said a most careful enquiry had been made for over a year in to the cost of production of agricultural implements on both sides of the line and as a result of the investigation it had been decided to make a cut in the duty on harvesters, reapers, binders, and mowers from seventeen and a half per cent, to twelve and a half. Hon. Mr. White pointed out that this reduction in duty was a two and a half per cent. greater cut than had been proposed by the famous reciprocity pact, and that with the drawback enjoyed on the iron and steel used in the production, this class of implements would be placed on practically a ten per cent. basis.

Dealing with the year now entered upon Mr. White said that the total main appropriations recently laid before the House provided for \$146,786,116 on consolidated fund and for capital \$43,949,050. There would be supplementary estimates later in the session but they would be small in amount. He said he was confident that the revenues for the year would provide fully for consolidated expenditure and in a large measure for all capital and special outlays.

Legislative Notes.

On Tuesday March 31st, the House did not meet until 5:30 p. m. In consequence of the storm of Monday night the train from the west with Mr. Speaker and several other members on board was very late reaching the city, and the sitting was delayed in consequence. The usual opening routine, the presentation of petitions for the incorporation of private bills, the introduction of such bills and their first readings occupied most of the time till six o'clock when the House adjourned.

The House met about 11 o'clock Wednesday forenoon. After the usual routine a number of petitions praying for acts of incorporation were presented and received, and bills founded on them were introduced and read a first time. Fox bills at one stage or another occupied the time of the House up to 1 o'clock.

After recess the House re-assembled at 4 o'clock. Fox bills were again taken up. "An act to further amend the Prince Edward Island Joint Stock Companies Act" was read a second time and committed to whole committee. Progress was reported. Several bills were reported from the private bills committee and ordered to a third reading. The bill to incorporate the Prince Edward Island Trust Company was read a second time and committed to a committee of the whole. Progress was reported. The Commissioner of Agriculture tabled the report of his department. On motion of Premier Mathieson Mr. H. D. Dobie was elected deputy speaker of the House. The House then adjourned.

On Thursday the House met at 11:40 with deputy speaker Dobie in the chair. A number of petitions for acts of incorporation were presented and after questions bills founded on these petitions were presented, read a first time and referred to the private bills committee. At 1 o'clock House took recess.

When the House resumed at 4 o'clock, several private bills were put through the committee stage. The Companies act was then read a second time and committed to a committee of the whole. Premier Mathieson explained the object and scope of the bill. During the consideration of the bill, the Premier expressed the opinion that in view of the multiplicity of acts being incorporated, it would be advisable for the Government to appoint an official to be known as a registrar of Companies. Progress was reported. A report from the private bills committee was received and adopted. The House then adjourned.

It was near noon when the House met on Friday forenoon. After routine several petitions praying for the incorporation of private bills were received and read and after questions bills founded on them were presented, read a first time and referred to the private bills committee. The bill to incorporate the Grand River Rural Telephone Company was considered in committee. Progress was reported. The bill to incorporate Stems Brothers was on motion of Hon. Mr. McLean, read a second time, committed to a committee of the whole and reported agreed to and ordered to a third reading. The House then took recess.

When the House resumed at 3:15 p. m. the bill to incorporate the Alberton Skating Rink Company was read a second time and committed to a committee of the whole House. The bill to incorporate the Lower Bedeque Hall Company was read a second time put through committee reported and ordered to a third reading. Several Fox companies bills were read a second time and advanced through the committee stage. The bill to incorporate the Argyle Rural Telephone Company was also put through the committee stage and ordered to a third reading. The bill to incorporate the town of Kensington was then further considered in committee of the whole. Progress was reported. Some bills were read a

third time and passed. Several bills were reported from the private bills committee. At 6 o'clock the House took recess.

During the evening sitting of the House the Companies Act was further considered in committee of the whole. Progress was reported and the House adjourned at 10:15.

On Saturday the House met at 11:30. After the usual routine several petitions praying for fox company incorporations were presented. After questions bills founded on these petitions were introduced, read a first time and referred to the private bills committee. Several bills were reported from the private bills committee. At 12:30 the House adjourned till Tuesday 7th.

Federal Parliament.

Ottawa, March 30—Mr. A. C. Boyce of West Algoma, resumed the debate on the N. T. R. report this afternoon. He said the amendment proposed by Hon. G. P. Graham did not attempt to state that the evidence upon which the Gutelius-Staunton report had been based had been perjured or unfounded. The country would demand some tangible objection to the report than its alleged partisanship. The commission had been appointed two years ago, but it was a notable fact that not "till now had the ex-minister of railways protested against its personnel." He had voted, in fact to appoint one member of the commission to a most prominent position in the government service with a large salary. Mr. Boyce then went into the history of the N. T. R. project and stated that Sir Wilfrid Laurier had launched it on the people of Canada without the slightest conception of what the cost was going to be. He had told the country it would cost only \$13,000,000. His finance minister, Hon. W. S. Fielding, after consulting Mr. Collingwood Schrieber had estimated it would cost \$31,250 per mile for a road of high standard, or \$61,514,000 altogether. Mr. Boyce said that upon Sir Wilfrid Laurier must be placed the blame for plunging into so gigantic a work without consideration and for the findings of the investigating committee. "If my Right Hon. friend had brought this scheme down saying that it would cost \$100,000,000," said Mr. Boyce, "he would not have got the support of the people in 1904. If he had said it would cost \$150,000,000 the people would have thought him insane." The Liberal party which needed an issue and those who required to be "greased" could not wait in 1904. Consequently the country now had a road which would not serve to reduce freight rates and part of which paralleled the International and was overgrown with weeds and trees.

Ottawa, Otn., March 31—This was not a particularly interesting day in the Transcontinental railway debate in the House of Commons, little or no new matter being brought out. Easterners were awaiting with much interest the address of Geo. W. Fowler, but he did not speak. The entire afternoon and until 9:15 in the evening was occupied by Mr. Sevigny, Conservative and Mr. Lachance, Liberal, both of whom spoke in French. Following the French members came the logical speech of the day, the speaker being F. B. McCurdy of Queens-Shelbourne. Mr. McCurdy drew attention to the fact that none of the Liberal speakers who had discussed the question had attempted

to give the house and people any explanation for the over expenditure on the N. T. R. Sir Wilfrid had said it would cost \$13,000,000 or about as much as Canada's surplus for 1903. On this distinct understanding he was given by the people a mandate to proceed with the undertaking. Sir Wilfrid's minister of finance doubted the accuracy of his leader's estimate and raised it to \$61,415,000. The actual cost of the undertaking will be more than three times that sum. Mr. McCurdy then proceeded to review the Staunton-Gutelius report at length. The member for Pictou, E. M. MacDonald, seemed to be solicitous regarding the nationality of Mr. Gutelius, engineer of the investigating commission, Mr. Gutelius' railway experience was of more importance, and he had ample success to qualify him for the position. Ex-Minister of Railways Graham had laid stress upon the opinion of an American engineer named Berry, now assistant manager of the Rock Island Railway. It was Berry's pronouncements he used to contradict the evidence of the report of the investigating commission. If the financial position of Rock Island road could be taken as an index of Mr. Berry's ability, it was not flattering to him. Four years ago the common stock of Rock Island was quoted at \$55 per share, now it sells for \$4 per share. The preferred stock of the same road was worth four years ago \$92.50 and now sells for \$5.75. This did not help to increase the reputation of the expert upon whom the government depended for its evidence.

Ottawa, April 1—George W. Fowler, M. P. for Kings Albert, was the big card in today's session of the debate on the Gutelius-Staunton N. T. R. report. After E. M. MacDonald of Pictou had attacked the report at length claiming it was cheap and pious and altogether unjustified by fact, Mr. Fowler had his turn. Starting just before the dinner recess the greater portion of his address was delivered in the evening. The Conservatives crowded into the chamber to hear him for they knew the event would be interesting and they were not disappointed. Mr. Fowler was in happy vein and did not mince his words. In the plainest terms he related the stories of graft and rake-off in connection with the contracts and challenged any member of the opposition to refute his statement.

Particularly interesting was his castigation of the blatant member for Carleton, F. B. Carvell, and the house convulsed with laughter and re-echoed with applause as the energetic member for Kings Albert handled Carvell without gloves. The opposition had claimed that the report of the investigation was cheap and pious and yet the ex-minister of Railways had deemed it of sufficient importance to spend more than seven hours in an attempt to refute its damning charges. The report was a truthful document, temperate and moderate in its tone. No doubt, if the commission had been appointed by the Liberal government with the intent of concealing the facts the country might have expected a milk and water, namby pamby report, but he declared in all his history of Canada there had been no government document presented in the halls of Ottawa which more clearly and exactly represented the conditions as they existed than the report brought in by the investigating commission. It was substantially correct in every particular. The very fact that their views on some points differed from the deputy minister of justice and the premier himself showed that they were not under the influence of the government. The highest tribute that had been paid to them was the bitterness of the criticism that had been levelled against them. The Premier especially resented the fact that men who come from

Ottawa, April 2—Sir Wilfrid Laurier made a notable admission in the course of his speech at the conclusion of the long drawn out debate on the National Transcontinental Railway report. He admitted that there should have been an investigation. Premier Borden in his reply crucified him upon the admission and demanded to know why, when he had refused the repeated demands of the Conservatives when in opposition for an inquiry into the waste and extravagance and graft that was going on in connection with that enterprise as a result of which forty million dollars of the people's money had been wasted. Sir Wilfrid could not answer. He sat huddled up in his chair compelled to listen to the mastery exposure of his policy and tactics, and its failure that was made by the Premier. The end of the debate was in a sense pathetic. It was the drawing to a close of the old ability of Sir Wilfrid Laurier. His speech was probably the poorest of his career here was nothing in it worthy of special note. It was the wail of a man stricken. He could not rise to eloquence. He stumbled and jumbled in the most pitiful fashion making wild statements on the most trivial points, such as his declaration that 250,000 copies of the N. T. R. report had been scattered over the country, whereas as Mr. Borden pointed out, only 10,000 of them were printed in English and 4,000 in French.

The Premier rose to a great height of eloquence when he told the house that Sir Wilfrid Laurier was the man who in 1911 had been the whole genus on the movement to sidetrack the Canadian ports in the Maritime Provinces and take all the traffic of the National Transcontinental over the lines to the south to Portland. Dramatically Mr. Borden challenged the old premier to contradict the statement that he had made arrangements for this anti-Canadian thing to be done but Sir Wilfrid uttered never a word of contradiction and the jeers of the Conservatives were loud and long. Indignant at the charges laid against the character of the commissioners, Mr. Borden declared with impressive emphasis that they were the equal in character, repute and record of any man on the Liberal side from the highest to the lowest. They compared favorably with any man who had assailed them. Sir Wilfrid had said the commissioners were not sworn. "When," demanded Mr. Borden, "during the fifteen years of Liberal rule had any royal commission been sworn? There is nothing in the statute to say that they should be sworn." The crucial point of Mr. Borden's argument came when he pointed out that in the long speeches of Sir Wilfrid and Mr. Graham there was not one single attempt at an explanation as to why the N. T. R. had cost already one hundred millions dollars more than their estimate. He would have thought that there was some explanation due the country, but they had avoided the subject as had every speaker on the opposition side. Mr. Graham had declared that the report was not worth answering, his words lacked sincerity when he found it necessary to spend seven hours in criticism of it. Mr. Borden declared amid great cheering that Sir Wilfrid Laurier had gone to the country in 1904 with statements concerning the N. T. R. that were absolutely and wholly falsified. If St. Thomas Shaughnessy or Mr. Chamberlain, said the Premier, when about to build a railway, had gone out and got a dry goods merchant, a druggist and a barber to build it, they would have pursued exactly the same policy as Sir Wilfrid Laurier did when he appointed the N. T. R. commissioners. As regards the report brought in by the investigating commission it was substantially correct in every particular. The very fact that their views on some points differed from the deputy minister of justice and the premier himself showed that they were not under the influence of the government. The highest tribute that had been paid to them was the bitterness of the criticism that had been levelled against them. The Premier especially resented the fact that men who come from

had the assurance, if not in so many words at least in such a way that he believed it, that if the Liberal government had been returned to power in the elections of 1911 the member for Pictou would have been able to prefix honorable to his name and would have become a member of the cabinet. Small wonder, that he was prepared to talk blue ruin. Because his soul was filled with regret and gloom he imagined the whole of Canada must be in that same condition.

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Jan. 7, 1914—1f

Federal Parliament.

(Continued from page two.)
 the United States should be the subject of abuse by Liberals. Mr. Borden drove home to the Liberal party the responsibility for the present condition of the railway situation in Canada. In 1903 and 1904 Sir Wilfrid Laurier had not only started one transcontinental system, but two of them he had initiated and subsidized. The Canadian Northern was the other. The responsibility for the C. N. R. is Sir Wilfrid Laurier's also. The division was taken at 12:30 Friday morning. Mr. Graham's amendment to the adoption of the report was rejected by a vote of 105 to 67, a Government majority of 38.

Shocking Tragedy of the Sea.

On Tuesday morning of last week in a blizzard off the Bellefleur Strait Newfoundland the crew of the sealing steamer Newfoundland was caught by a blizzard while seeking seals in ice three or four miles from their ship. She was gripped in the fies, and could not get to them, and they, blinded by a snow storm, could not reach her, or any other vessel. They remained in this condition exposed to all the storm for two days and two nights, without food, extra clothing or any shelter whatever, and Thursday morning the Newfoundland reported the facts to the Stephano and Bellaventure which were lying near her, and which being more powerful ships worked their way into the fies to recover the dead and suffering. Capt. Rendell of the Bellaventure sent a wireless message to St. John's Thursday afternoon that he had twenty eight living men aboard, and there were two others on the ice that he had not yet secured, that he estimated forty were dead, and there were thirty still unaccounted for. He stated that the survivors were so exhausted that they could not walk, and had to be hoisted aboard the vessel. On these facts being made known to his owners, the ship by arrangement with the government was ordered back to St. John's as soon as possible, the government agreeing to permit her to sail again to resume the seal hunt, though this ordinarily is against the law. The Newfoundland was one of a fleet of fifteen ships carrying over 2,000 men scattered among the ice floes near Belle Isle Strait. The crews were on the fies hunting seals which have their homes on these crystal plants and the hunt had taken them from four to six miles from their ships. When the blizzard came the crews of the other steamers managed to regain their vessels, but the fies on which the Newfoundland's men were hunting drifted away from the main body of ice and when darkness fell that night not one had returned. The ship's crew numbered 150, of whom 120 were on the ice. Captain Wesley Keen, his officers, engineers, stokers and cooks remained aboard. Amid silence the sealing steamer Bellaventure steamed slowly up St. John's harbor at dusk on Sunday 5th, bearing 69 dead, and 50 crippled survivors of the disaster to the seal hunters of the steamer Newfoundland. Thirteen living were removed to the hospital in a critical condition; several others are seriously ill. All but one of the remaining bore scars of the 48 hours' exposure in the Arctic fies. This unjured survivor was stricken blind after being picked up, but it is expected he will recover his sight. The disaster was unavertable, according to Captain Rendell, of the Bellaventure. Tuesday dawned so newsworthy but no hint of the blizzard and conditions were such that was permissible to put the men on the ice to hunt seals.

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