#### Powerful Speech of Sir M. P. Cashin on Railway Resolutions.

#### Prime Minister's Volte - Face Exposed-Played Into Hands of the Company.

Just a year ago, as I have repeated-pointed out, the Premier came in with a Loan Bill for a million and half dollars—a mailion dollars for the Reid railway and \$500,000 for coal boring. I would ask the House first to attend very carefully to the Premier's description of the purposes for Commission took office, and before it million dollars for ier's description of the purposes for which this money was to be spent, very pointed comments on it a little later. He said: "Of the million dollars proposed to be devoted to the railway \$300,000 wift be used for strongthening the rails by heavier ish plates, which has become necessary owing to the heavier engines re-cently placed on the road. The Government Engineeer advises that for the safety of traffic this must be done. I am advised by the Attorney-General that under their contract the Company is not responsible for this improvement, because the requirements of the increased traffic call for engines much heavier than those specified in the original contract or the amended con-

Here then we find a statement that the Colony has to furnish, \$300,000 to put heavier fish plates on the road. It will be observed from the Premier's statement that he deliberately asserted that the Government Engineer adrised that for the safety of the traffic these fish plates must be provided. Recently I tabled here some thirty questions based upon the report furnished by Messrs. Coaker and Hall as Railway Commissioners, and asked what had become of the \$300,000 earmarked specially for new fish plates. I received a reply here last week and I will read it. It is an answer to my question number 14, and is as follows: "It is not clear that a sum of \$300,-000 was earmarked specially for new fish plates. Financial conditions do not warrant the spending of this money, which would all go abroad. The track has been improved by additional ballast and ties for which the

money was spent locally."

I say there never was a more disor lying statement presented to this House than what is contained assertion. On the one hand we have the Premier stating that this \$300,000 was for the purpose of providing fish plates and giving the Government Engineer as authority for this being necessary. Now, a year after, when the money has been taken and diverted to other purposes, the Government Engineer comes in, for the answer in my questions, like the that the money was earmarked, and talk about new fish plates was directdone and new ties put in. The ballastduring the days when we held office. They imported new steam shovels, put them to work, and began a systematic ballasting and improving of the main three years ago, 71,000 yards the next of the matter, sir, is, and it cannot be truthfully challenged, that the policy of providing new fish plates had to be abandoned because the money was needed for the operation of the road, and it was dishonestly diverted from the purpose for which it was provided by the Legislature in order to be so applied. The same thing is true with applied. The same thing is true with fish plates, and put into operation of the railroad because there was no a moment to Mr. Pill. Mr. Pill is the good and ready to undertake to supply the material. As for the statement that the sum of \$200,000 was not be news to the House and the country made. The \$200,000 for the fish plates, and put into operation of the railroad because there was no a thoroughly qualified railway auditor. of the matter, sir, is, and it cannot be regard to the terminals at St. John's the railroad because there was no other money available and the road next item in the Premier's explana-tion here a year ago he said, "the sum of \$250,000 will be devoted to improvement of terminals at Port aux Basques and St. John's. At Port aux Basque

Where shall I be at sixty?" The woman who protects nesself with a Crown Life Policy incurs neither trouble nor expense in looking after her investment—all these

fall upon the company.

OWN LIFE INSURANCE CO., TORONTO C. J. CAHILL, Manager for Nfld., St. John's. Law Chambers, St. John's.

ister of Marine and Fisheries, had a lot of lumber at his mill at St. George's which he wanted to sell to the Commission, and which was used in making the improvements there was realized how much was going to be lost on operation, and certain imof \$50,000. But now we turn to the Premier's remarks on the St. John's terminal: "St. John's terminal is in urgent need of improvement and exsituation there is well known to the trade and every shipper or receiver of freight by the Reid trains and steamers. The first step towards the improvement of conditions there will be the erection of a freight located where it will hest serve the trade. Such freight accomodation will cost about \$200,000 to crect. In connection with this, the question arises whether the Company or the Govern-ment should undertake the cost of the freight shed at the expiry of the contract thirty years hence. There will when the road reverts to the Domin such claims, but if so then the country would owe the Company large ums. The Government, however, to facilitate trade and serve the vital inerests of the Dominion, have decided o defray the cost of improving the erminals at Port aux Basques and St ohn's, but these amounts will be nterest in the final adjustment with

According to this it will be hat there was urgent need for this the business community and to give a really satisfactory freight service by the railroad, but what do I find in the answer to question 13 which I put here a few days ago. It is another lying, deceptive answer, intended only to escape from a situation discreditable to the Commissioners and the Government. It is as follows: work of building the terminal at St. John's was not started in 1920, because the plans were not ready, and the special men required for piling, etc., were engaged at Argentia; also the lumber was not available. The sum marked in the Act for this particular work.'

The Commission actually took office No steps appear to have econd tries to plead that the track been taken to prepare plans for this as been improved by additional bal-freight shed and I make the assertion Estimates a year ago, but when a defish plates were provided, much would to give employment, it was then dis- his lumber and pit props across the Now the lying statement is put forward that the fish plates were not necessary because beliasting had been the country was sacrificed on his best because before anything is done with it. Then the fish plates were not necessary because beliasting had been to the plate of the country was sacrificed on his best plates were not necessary because had new title with the fish plates were not necessary because had new title with the fish plates were not necessary because had new title with the fish plates were not necessary because had new title with the fish plates were not necessary because had new title with the fish plates were not necessary because had new title with the fish plates were not necessary because had never the fish plates were not necessary because had necessary because had not necessary because had not necessary because had necessary because had not necessary had not Then the Premier's speech says the have built about half of each, and ing and putting in of new ties was part special men required for piling were thus give the Company an available of the settled policy of the Reid Co. engaged at Argentia, but it is idiotic, reserve stock of both kinds of cars, Mr. Speaker, to put such an excuse but now all the money available for before this House. Every member of this purpose has been used up on this House knows there are scores, building flat cars for Mr. Collishaw's hundreds of men to be got in St. convenience, and there is no money John's capable of doing piling work; which can be applied to building the line from Port aux Basques to St. John's capable of doing piling work; which can be applied to building the John's. The proof of that is found in the original report of Messrs. Hall and the original report of Messrs. Hall and Street who are doing it consists. Coaker where it shows that nearly Street who are doing it constantly. Again we are told that lumber was not available. This is, I think, the only ly item for this country and the peoyear, and 100,000 yards the past twelve months, during which the road was under Commission control. The fact of the matter, sir, is, and it cannot be good and roads the work was not projected with until Mr. Collishaw was from Mr. Collishaw may I divert for good and roads to the form of the matter, sir, is, and it cannot be good and roads to the form Mr. Collishaw may I divert for good and roads to the form Mr. Collishaw may I divert for good and roads to the form Mr. Collishaw may I divert for good and roads to the least twelve answer in the lot. Mr. Collishaw ple who live in it, and the sooner we hadn't the lumber sawed or could not can get rid of Mr. Collishaw the betalest the lot. Mr. Collishaw hadn't the sooner we hadn't the lumber sawed or could not can get rid of Mr. Collishaw the betalest the matter, sir, is, and it cannot be true answer in the lot. Mr. Collishaw

#### ENGINES AND ROLLING STOCK.

it is well known that the handling of traffic and passengers for many yeas the locomotives and rolling stock. has been not only unsatisfactory but a reflection on the country and a disgrace to the Railway Company. The Company never made any earnest effort to improve conditions there. They have allowed matters to go from rolling stock of the road have dewhat was bad at the beginning to a condition which is in a positive disgrace now and which renders the expedition and safe handling of traffic impossible."

NEWFOUNDLAND'S MAN OF DESTINY.

That is what is said with regard to Port aux Basques and it is no doubt Port aux Basques and it is no doubt pieces on the road. The Reids attrue to a certain extent. Work on the tribute this condition of dilapidation Port aux Basques terminal was start- to excessive strain on their equ promptly, rumor says, because Mr. owing to war conditions, but in illishaw, the man who owns the Min- ity the chief cause of the break

was to be found in inemciency on the part of the management. If the road is to be put in operation this fall and next winter, the colony must provide Engines and rolling stock. The Government engineer says six engines, fifty box cars, and 50 flat cars will be required. This equipment should be required. This equipment should be provided by the Company and not by the Government, but the Company are utterly unable to do so. They are in impossible and they cannot get credit.
The Dominion must, therefore, come
to their assistance because the trade
and industries of the Colony demand it, and because of this and not for the interests of the Reid Company, the Government are taking the matter up.
The amount shall be chargeable to the Company with interest and will not be any loss to this Colony to be

Now let us deal with this statement

and the facts. The Government En-

that they would cost about \$200,000 Figures supplied to a question put by me earlier in the ses no doubt, a great improvement, at any rate in the sense that they road more motive power, but whether they are what are claim is another matter. In the report of Messrs. Coaker and Hall very large claims are made for them by the Government Engineer, who states that were of a design suggested by him and superior to anything previously put on the road, and I am told employees of the Reid Company that they are nothing like as satisfac-tory as the Government Engineer tory as the Government Engineer claims. However, we cannot settle that point here, and I readily admit that they are valuable, but I would point out that they have cost this Colony \$274,000, and it is gibly explained to us that the Reids will have to pay this money at the end of fifty years with accrued interest. I have seen nothing yet of a documentary kind to show that the Reids have agreed to this condition or can be forced to admit it. I have already put a question on the paper asking for the documentary evidence, if any, but I have not been able to get any reply, and I personally do not believe this principle can be maintained in any way. Now let us consider the matter of freight cars. According to the Premier's speech the Government Enand fifty box cars, and the Premier's estimate of the cost of these was \$250,-000. According to question 12 of those I put here last week, ten ballast four flat cars, but not a box car at all. and the cars and material provided have already cost the Colony nearly \$250,000 without a single box car being included therein. Apparently the Commission took over a few ballast cars which the Reids had under construction and then undertook to build more flat cars, and here we see the fine Italian hand of Mr. Collishaw once more. Most of the freight, except lumber and very heavy material like kerosene oil in casks, or in steel barrels, has to be carried in box cars to avoid getting damaged. For inreport itself, is the work of the Government Engineer—and first denies represented to be of a most pressing haul paper for the Harmsworth mills, all that paper must be carried in box cars. All the goods liable to be damaged by rain or snow or exposure to Last and ties and that these fish plates are not now necessary. Everybody within sound of my voice knows that for months and months last year this left makes a way promised in the wood, and such like. It is an open the specific of the wood, and such like. It is an open the specific of the wood, and such like. It is an open the specific of the wood, and such like. It is an open the specific of the wood, and such like. It is an open the specific of the wood, and such like is an open the specific of the wood, and such like is an open the specific of the wood, and such like is an open the specific of the wood, and such like is an open the specific of the wood, and such like is an open the specific of the weather must be carried in box of the weathe secret around the Reid works that the ed at us and that the House and the mand was made five or six weeks ago flat cars were provided for the concountry were led to believe that if new for the work to be started, in order venience of Mr. Collishaw in hauling done to safeguard the railway. covered that no step had been taken country, and that the general trade of

shaw's friendship for the Minister of Marine and Fisheries is a pretty cost

a thoroughly qualified railway auditor who gained his experience with the Southern Railroad of the United States, a railway of 6,982 miles with States, a railway of 6,982 miles with an annual revenue of \$90,000,000. He was assistant chief clerk in the accounting department. The salary he was receiving is a purely personal matter on which it is not proposed to question him. He is being paid a salary of \$400 per month. His services will be retained until the accounts of the Commission are closed."

I know of no reason why we should

I know of no reason why we should not know what salary Mr. Pill was renot know what salary Mr. Pill was receiving and what his credentials are. When the present Government Engineer came here to succeed Mr. Burchell, Sir Robert Bond laid on the table of this House, his record, his credentials, the other offer he was considering, I think from South Africa or Australia, and the salary he was receiving on the Irish Railway with which he was connected, and the country is he was connected, and the country is entitled, I submit, to know whether Mr. Pill is what he is represented to be or whether he is a man who was being crowded out, as I was informed he was, under the retrenchment scheme when I set my heart on a thing now, or the American relivered to have grown faster. Why, there are just as many things through the eye of a needle," He was being the was under the retrenchment scheme when I set my heart on a thing now, profound truth which my friend is expensed. on the American railway and saw in this offer down here a Heaven-sent opportunity to get a soft job at a fabulous salary. I notice that it is his services will be retained until the accounts of the Commission are closed, but I make the prediction that it will be many a long day before we see the last of Mr. Pill in this country.

When I set my heart on a thing how, it seems harder to give it up. It really frightens me sometimes when I see how hard I have to struggle to be decently generous."

As We Climb We See More.

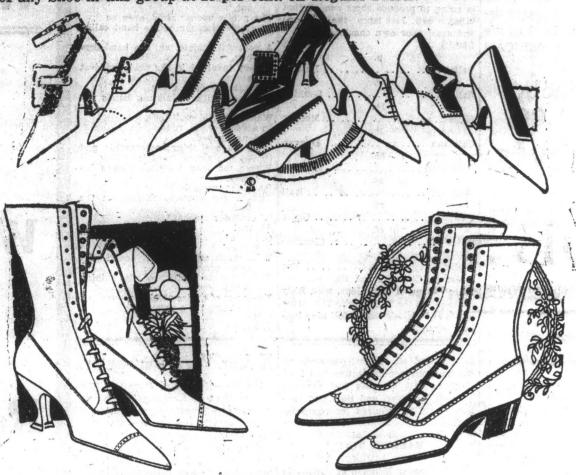
As you see, my friend seemed to feel that there was something peculiar and supreme generous.

A RECORD OF INCOMPETENCE-The above, Mr. Speaker, constitutes am inclined to think she was simply a record for incompetence that I think it would be hard to beat in this country. Let us look again at the Premier's statements and the reality. In

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luxuries, we become more and more

concentrated on things. Our minds

That He should have known it

without Himself passing through the experience, was one more proof of His

supreme genius for understanding the

He knew how hard it was and He

would not have joined with the poor

be it remembered by anyone inclined

hearts of men.

218 and 220 Water St.

## Ruth Cameron "THE MORE WE HAVE THE MORE WE WANT."

A friend of mine | some height, from which you get at who has been each step a wider view. Each bit of passing through progress up the financial height that a period of stead- we make, gives us a wider view-we ily increasing see more and more things to want," prosperity these we draw near to things we only knew last few years in a vague way existed; we realize how but who, prior to attractive they are and we want them that, was in very as we couldn't have wanted them in straitened the old days.

circumstances, made a confession to me the other day. are more set that way. We are more

She said: "It's queer thing, but as I get better off used to having what we want-and instead of being easier to me to be consequently giving it up, which was wants seem to have grown faster. of Heaven than for a camel to go really frightens me sometimes when The Genius of Knowing Without Ex-

hat there was something peculiar and

"The more we have, the more we want," is a bromidiom and conseto make the difficulty of keeping things from meaning too much in his tirescene but just as consetoned by anyone inclined to make the difficulty of keeping the strength of the second of the se

arger income were like climbing up He would take into account the hard-

ness, I am sure, but I feel equally sure He would not accept any such excuse as justification for not trying.

> Raising His Spirits. A ramshackle omnibus was convey-

ing visitors from a country station to an hotel. When the omnibus came to a hill. the driver made a sign to the conduc- he thinks wan o' yez is gettin' tor, and the latter opened and shut the to walk up the hill; an' sure,

became irritated. One of them obj to the banging. The driver through a small window.

"Whist!" he said, "he'll heard "Who?" asked the passenger ad complained.

"The horse, yer honour. Spake Every toime he hears the door door at the back. This went on at fre- raises the spirits of him!"

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the war, du de, what th freight s at all, and ars that w

> y back any my years, all the \$550,000 and as the Premier again I say the most the Rei or their ineff gement, and it s. But bad a worst. It is der the other here a year a you strike bot A COSTLY"

railway

Cal

ng on the I refer to

e closed last y

ould accomp

Standard Apricots,

SALTEI

Reve