ITY'S
ENGER

Traps

dest and best manufacturers in this
sure to hold. The Newhouse Traps
over, and are fully guaranteed. The
; while costing considerably less than
r the money on the market, and are
the Newhouse brand.

MINK TRAPS
With Chain

is Trap is used for catching muskrats
other small animals. We recommend
o the farmer for catching skunks,
els, rats, and such other animals as
visit his poultry houses and barns.

	X Rat	H Muskrat	H 1-2 Mink
	3 1-2	4	4 7-8
	15c	20c	25c
	30c	35c	50c

VER TRAPS
With Chain

This Trap has double springs with chain and is suitable for catching fox, beaver and otter. Professional trappers use it for catching foxes. It is very convenient in form and is strong and reliable.

	E Fox	N Otter	D Beaver
	4 7-8	5 1-2	6 1-2
	35c	45c	55c
	70c	95c	—

TRAPS
With Chain

is is the regular form of Beaver
. It is larger than the Otter Trap
has one inch greater spread of jaws.
a favorite with those who hunt and
for a living.

	D Beaver.
	6 1-2
	$1.10

RAPS
ring With Chain

These Traps are lighter in weight and therefore easier to carry than the other styles. They lie flat and are easily secreted in the runways of animals.

Made with full wide meeting faces and much less likely to break the animal's legs as are other makes of this every respect.

le Spring H	H 1-2 Mink	Double Spring E Fox	N Otter	D Beaver
skrat 4	4 7-8	4 7-8	5 1-2	6 1-2
0c	30c	40c	50c	60c

TREE TRAPS

ese Traps are nailed to a tree over
or close to runways of animals. Can
stened securely and quickly with 6d.
, never snow under, are easy to locate,
will kill instantly.

	H Weasel	E Racoon
ible for		
of Jaws, inches	7	8
	25c	30c

SPRING TRAPS
or Catching Small Fur-Bearing Animals

is Trap is light, strong and effective
ny trap of this construction can po-
be. Kills the animal and does not
e the fur. Can be set in many places
other traps can not.

Each 12c
..... 15c
ed With Chain

BEAR TRAPS

s Trap is used for taking bears. It
nished with a very strong chain.

jaws 9 inches, weight 11 1-4 ..... $5.00
pread of jaws 11 3-4 inches, ... $7.00

CLAMPS
Other Large Traps

Every trapper knows how difficult it
to set a large trap alone in the
oods, especially in cold weather, when
e fingers are stiff. One of these
amps applied to each spring will, by
few turns of the thumb-screw, bend
e springs to their places without dif-
nd dangerous use of levers. 40c

AL SCENTS

drugs, but from parts of the animals
vorite food.
fferent animals. All guaranteed to
usually sufficient to entice animals

s for trapping the following animals:
krat. Each kind in a separate vial.
nimal they are wanted. $1.35

Sons, Limited
N. B.

The Semi-Weekly Telegraph and The News

VOL. LI. ST. JOHN, N. B., WEDNESDAY, MARCH 20, 1912 NO. 49

RAPID STRIDES IN FRUIT GROWING

40,000 Apple Trees Planted in 1911

C. N. Vroom Intimates That 60,000 Will Be Set Out This Year

Says New Brunswick Leads Them All in Fine Fruit—Farmers and Dairymen's Association in Annual Session Heard Optimistic Reports.

Special to The Telegraph.

Fredericton, March 18—The thirty-sixth annual meeting of the Farmers' and Dairymen's Association of New Brunswick opened tonight with a public meeting in the city council chamber. The attendance was good, a large number of delegates already being in the city. The regular programme was followed with the exception of the addresses by Vice-President A. J. Jensen and Hon. D. V. Landry, commissioner for agriculture, neither of whom was present. Hon. Mr. Landry was unavoidably absent and Mr. Jensen did not reach Fredericton in time.

A spirit of optimism prevailed. The reports of the county vice-presidents all referred to the year just past as one which was good from the viewpoint of the farmer, the weather being very favorable and poor crops being generally counterbalanced by good ones in certain lines.

Col. H. Montgomery Campbell, of Apohaqui, president of the association, delivered the opening address. He was followed by Mayor Hooper, who welcomed the visiting delegates to Fredericton. Recording Secretary Bliss M. Fawcett of Sackville responded to Mayor Hooper's address of welcome. The meeting also heard a very interesting address by C. N. Vroom, president of New Brunswick Fruit Growers Association, which was followed by one by C. S. McGillvary, dominion inspector of canned goods, who dealt with the canning industry and its relation to agriculture.

Tomorrow morning and afternoon the sessions of the association will be held at the exhibition building. Dr. J. Standish, of Truro, will judge light horses in the morning and heavy horses in the afternoon, giving addresses on both classes.

In the evening in the city council chamber there will be demonstration on protection of buildings from lightning and also on breeding, feeding and care of horses. George J. Dickson, of Chatham; Morris Scovil, Gagetown, and Col. H. M. Campbell, Apohaqui, will take part.

Frank Del Clements, of Fredericton, will speak upon potato growing, and A. C. Fawcett will deal with co-operation.

Want Agricultural Chair at U.N.B.

The establishment of an agricultural chair at the University of New Brunswick was mentioned by several speakers, Col. Campbell and Bliss M. Fawcett particularly emphasizing this matter.

President Campbell, in his address, forecasted a great opportunity for the farmers in the expenditure of the large amounts of money on public works in the province within the next few years and the New Brunswick farmer should be ready to get his share. The province at the present time was importing farm produce which should be raised within its borders. The president's address mentioned particularly the opportunities afforded for the growing of fruit, and he urged a closer study of market conditions by farmers and greater co-operation.

Recording Secretary Fawcett's remarks were along the line followed by President Campbell.

Reports from county vice-presidents were received as follows: Charlotte, E. E. Emmerson; Kings, Edgar Shamper; Queens, Isaac W. Baird; St. John, John P. Barrett; Sunbury, Ashley Harrison; York, James G. Douglass.

Progress in Fruit Growing.

C. N. Vroom in his address pointed out the progress which had been made in fruit culture in New Brunswick during the year. Forty thousand apple trees had been planted and it was expected 60,000 would be planted during the coming year. Progress had been made in rearing of nursery stock and stock of first class type could now be obtained within the province. The province was getting much more publicity and was beginning to be known as an apple-raising region. That was an excellent feature.

Before apple growing could be attempted on a real commercial scale, however, the quantity of fruit available for export would have to be enormously increased.

New Brunswick apples for quality, flavor and coloring were superior to those of any other part of the dominion. That had been amply proven at fruit shows. The development of orcharding was needed. It was a noticeable good feature that capital in various parts of the province was being directed toward commercial orcharding and in some cases extensive orchards had been planted.

Mr. Vroom also made suggestions for the improvement of small orchards of individual farmers.

C. S. McGillvary gave a very interesting address on the canning industry. He pointed out that it long had been practised as a home industry and could be extended in that direction by the farmer with great profit. Nova Scotia and New Brunswick, he said, contained districts which could produce apples equal to any grown in British Columbia, yet the latter province now had 7,000,000 fruit trees planted and 5,000,000 bearing fruit.

He could not advise any one with regard to investing money in canning factories, but pointed out that the bulk of the canning industry was carried on in Ontario, the county of Prince Edward alone canning as much fruit and vegetables as all the rest of Canada outside of Ontario, yet in three months the total of canned vegetables and fruit imported into the dominion had been $1,591,393.

Dr. J. W. Daniel is here today and is being congratulated on his appointment to the senate. He will leave for Ottawa this evening to be sworn in.

A large number of citizens attended the funeral of Leonard Belleveau which took place this morning. The body was taken to St. Dunstan's church, where Rev. Father Carney celebrated high mass of requiem. Interment was made in the Hermitage. The floral tributes included a cross from the provincial government. Officials of the departmental buildings and the male students of the Normal school attended.

George Hayes, of St. Marys, arrested on Saturday evening on charge of creating a disturbance, was this morning remanded until Thursday. He is charged with attempting to assault James D. Blair, postmaster of St. Mary's.

Voting on church union took place in the Methodist church yesterday. The result will be announced tomorrow. It is believed the vote went heavily for union.

George Hazen, who has for some years been connected with the McMurray firm, will leave tomorrow for Saskatoon to locate.

BRITISH STRIKE MARKING TIME

Asquith Hopes to Have Minimum Wage Bill Law This Week

LABORITES AGREE

No Compulsory Clauses in the Measure, and No Penalties for Breach of Contract—Coal Supply of Country is Fast Disappearing and More Industries Shut Down.

Canadian Press.

London, March 18—The prime minister announced in the house of commons today that the government would endeavor to pass a minimum wage bill into law by the end of the week.

It was learned tonight on good authority that the bill be a short measure, leaving to district committees the settlement not only of the amount of the minimum wage but also the question of the employes' safeguards.

No provision will be made for compulsory power to enforce the minimum wage or penalties on either the employers or the men for the breaking of a contract.

The Labor party tonight adopted a resolution not to oppose the bill, and the Nationalist whip issued an urgent request for the attendance of the Redmonites to support the bill.

Pending the production of the bill there is little to record in the strike situation. The price of coal had a smart advance on the London market today. There is constantly accumulating evidence that the dwindling coal reserves will soon bring to a halt many public and private services unless a settlement is reached.

Some minor disorders have occurred in Lanarkshire and Lancashire, and at Middlesboro the dockers refused today to unload a cargo of German coal. But taken all together the strike presents a remarkable absence of disorder.

MORE FEDERAL AID FOR PRINCE EDWARD ISLAND

Government to Increase the Annual Subsidy $100,000 to Help Its Falling Revenue.

Special to The Telegraph.

Ottawa, March 18—The Conservative government has developed decidedly liberal tendencies where its own friends are concerned. Manitoba has been given a gift of over $2,000,000 from the federal chest and Prince Edward Island's turn is now coming.

Hon. W. T. White has given notice of a resolution providing for an increase in the annual subsidy of $100,000 to help out the insufficient revenues of the island government.

To Be Buried in Halifax.

Ottawa, March 18—The remains of Senator William Ross were this afternoon conveyed to the Canadian Pacific Railway station enroute to Halifax.

LIBERALS FLAY TORIES' ATTITUDE ABOUT NAVY

Hazen Asks for Big Sum for Gold Lace

Sir Wilfrid Rallies Government on Keeping the "Laurier Naval Policy" in Force Notwithstanding the Boasts of Their Nationalist Allies.

Special to The Telegraph.

Ottawa, March 18—While the Right Hon. Winston Churchill, first lord of the admiralty, was telling the people of Britain and the empire at Westminster today that the motherland was resolutely preparing to shoulder the burden of maintaining the titanic struggle for naval supremacy, there was an illuminating contrast in the Canadian commons in the strong protest from Sir Wilfrid Laurier and Hon. Rodolphe Lemieux, representing the loyal French Canadians of Canada, against the policy of supine delay on the part of the flag-waving Borden administration in enunciating any bold or effective naval policy.

It was a somewhat sensational day's debate in which Liberal and Conservative policies and records were sharply contrasted, and the moral pointed to the Quebec and Ontario campaigns of last September and the Nationalist influence in the cabinet. All the leaders on both sides took part.

Borden at Sea

On the Liberal side there was a consistent and logical stand in favor of the continuance and development of the Laurier naval policy. On the government side the policy enunciated by Premier Borden and Minister of Naval Affairs Hazen, was a vague declaration of "Some adequate policy" to be evolved after consultation with the admiralty with a hint of representation of the dominions on some imperial board in control of one imperial fleet to which all would contribute.

Incidentally it was another day of flagging for Hon. L. P. Pelletier, the "Zandram" of the election fund of 1904.

When the house went into supply, Hon. Mr. Hazen presented the naval estimates for $1,660,000 "For naval services." The minister explained that the present government, pending a declaration of naval policy, had decided to continue things as they were. They would maintain the present ships and schools, but had cancelled all contracts for additional vessels.

Hon. Mr. Lemieux directed the attention of the house to the fact that Hon. Messrs. Pelletier, Monk and Nantel had solemnly promised the people of Quebec that as soon as they were installed in office "every sign and vestige of the Laurier naval policy would disappear, and that nothing should take its place."

"The house had no idea of the fight carried on in the province of Quebec. The postmaster general," said Mr. Lemieux, accused Sir Wilfrid Laurier of selling his birthright to Great Britain, and declared that it was time for Canada to assert herself and to do away with all this. He and those associated with him made appeals of the very worst kind, but our chief and his followers in our province stood like men to their guns. They recognized the character of the campaign which the postmaster general and his colleagues were carrying on, and they knew that the people of Quebec were as loyal and patriotic as any people, if the true issue were placed fairly before them. We sought to educate public opinion and we were vindicated. (Cheers). The majority of the members from the province of Quebec came back to this house pledged in favor of the Laurier naval policy."

Continuing, Mr. Lemieux said that even today deception was being practised by the ministers in the matter. Mr. Pelletier and his associates in Quebec were telling the people that there was to be no naval policy, while Mr. Hazen was declaring that the admiralty was to be consulted.

"It is time the government spoke out plainly," said he, "and put an end to this dilly dallying."

Pelletier on the Grill.

Mr. Pelletier declared his position had been misrepresented. He was not against any policy, but he was against the policy of the Laurier government which "put the children of Canadians in a position to be disemboweled without fighting, because they would send them to fight in such ships as would be sunk before they got within range of the enemy." He had taken the stand in Quebec that he was absolutely opposed to the Laurier policy, but he had never declared he favored no policy at all. He wanted the children of Canadians to go to fight on good ships.

"Will you then vote to provide efficient ships in which they can go to fight?" asked Mr. Carvell.

"We will take the thing up later and we stand on that," replied Mr. Pelletier amid another roar of Liberal laughter. He added that he had never said that Canada owed nothing to England. He was always ready to aid England.

Sir Wilfrid Laurier.

"The post master general today says that all he opposed was the Laurier naval policy," said Sir Wilfrid, whose rising was greeted with prolonged Liberal cheering. "He knows as well as I know, and if he now denies it, I simply leave him to his friends that the policy his party took since 1900 was that Canada should give absolutely nothing to England and that there was no need of any policy."

Proceeding, the Liberal chief dealt with the national standpoint. It was essential to the weal of Canada that Canadians should rise above the baser appeals to the people. Of the post master general he had but one more word to say. Nothing will better contribute to the peace of our country," he said, "than the present eleventh hour admission of him and his

(Continued on page 8, fourth column.)

MORRISSY BALKS AGAIN AT OPPOSITION QUERIES

Refuses to Furnish a Return of Moneys Paid Out Since Oct. 31 in His Department, But it Leaked Out from Another Source That $200,000 Had Been Paid Since Close of the Fiscal Year—Making Progress on Valley Railway Bill.

Special to The Telegraph.

Fredericton, N. B., March 18—Nearly $200,000 is the enormous expenditure upon public works since Oct. 31, the close of the fiscal year.

This shows that the charge of the opposition leader that there were many accounts unpaid when the accounts were closed was entirely correct. If the bills had been paid, how much greater would the confessed deficit of $56,000 have been?

This $198,787.74 of public works expenditure does not include permanent bridge expenditure of $44,149.10.

Very little of the work calling for this large expenditure could have been done since Nov. 1, and it is fair to assume that nearly the whole of this amount was carried over and should have been included in the expenditure of 1911.

There is also a large sum for executive government, over $15,000, and the factory inspector figures for nearly $1,200 in these four months. If the expense of this official goes on the same ratio for the rest of the year he will get a tidy sum.

Immigration and printing are also large items, while agriculture has nearly $28,000 charged to its account. Apart from agriculture, immigration calls for nearly $4,000.

The statement is surely an alarming one, showing as it does that $569,501.84 of the year's revenue has already been spent. While one loan of $475,804.17 was repaid, another for a larger amount—$486,666—was made from the Bank of B. N. A.

Among the arrivals tonight upon legislative business were W. H. Barnaby, H. P. Robinson, H. Harrison, W. C. Allison and Jas. A. Belyea, who will appear before the municipalities committee tomorrow in support of the commission bill.

Chairman Thomas Gorman, John Kelly and John A. Armstrong are here on behalf of the board of health to protest against some changes proposed by the new charter.

Bills and Petitions.

The house met at 3 o'clock.

Hon. Mr. Maxwell presented a petition with several thousand signatures asking that the bill to provide the government of the city of St. John by an elective commission be so amended as to fix the rates on St. John ferries at the figures existing since the union of the city of St. John with the town of Portland.

Hon. Mr. McLeod laid before the house a statement of consolidated revenue account up to March 6.

Mr. Hatheway presented a petition in favor of a bill to fix the valuation on the Maritime Nail Company, St. John.

Hon. Mr. Grimmer introduced a bill to amend the Workmen's Compensation Injuries' Act. He explained that the bill would include granite workers and stone cutters in the list of workmen coming under provision of the act. It also increased the total compensation for workmen under the act from $1,500 to $2,000, and increased the amount of weekly compensation from fifty to seventy-five per cent. of the earnings, not to exceed, however, $10 per week. The bill also specified the extent of injuries necessary to constitute total disability and specified two months as the period during which an injured man should receive compensation.

Mr. Hatheway then moved the following:

Whereas, The increase of the material wealth of Canada depends almost entirely on:

First: The skill and science with which the farmer cultivates the land and produces his crops.

Second: The careful work and knowledge of the miner and the lumberer in their several avocations.

Third: The special skill and efficiency whereby the mechanic and other artisans transfer raw material into finished and useful products, and,

Whereas the Dominion Manufacturers' Association and all its branches, the different trades and labor congresses since 1900, and also the numerous boards of trade throughout Canada, have been continually urging the dominion government to investigate the needs of technical and agricultural education in Canada in order to improve the skill and efficiency of the farmer, the mechanic and all other artisans, and,

Whereas the public school systems of the different provinces do not tend enough towards furnishing the masses of the people with either agricultural or industrial education,

Therefore, Resolved that this legislature urge:

First: That the federal government of Canada should appropriate annually for the next ten years the sum of $4,000,000 a year to be expended solely upon agricultural and industrial education.

Second: That such sum of $4,000,000 a year be paid over by the federal government through the minister of ——— to the governments of each province of the dominion in sums pro rata to the population of each province as shown in the census of 1911.

Third: That each province of the dominion pledge itself to expend such sum solely and only for agricultural education by means of agricultural schools, or farms or colleges, and for technical education of the miner, the lumberman and the mechanic by means of manual training, technical schools, high schools and colleges.

Fourth: That each province appoint one of its cabinet who will annually make his report to the minister of ——— at Ottawa showing in detail where and how such sums have been expended.

Further, Resolved that copies of this resolution be sent to the members of the legislature of all the other provinces of this dominion asking their co-operation and asking them to forward a similar resolution to the dominion government, and

Further, Resolved that copies of this resolution be sent to all the members of the house of commons and the senate of Canada.

Mr. Hatheway said that the time had come for this province and other provinces of the dominion to take some steps towards providing agricultural education and technical education. Dr. Robertson, in an address in this chamber several years ago, had pointed out the necessity of increased agricultural and technical education in Canada, and in St. John recently at a meeting of the building trades the need of more skilled labor was pointed out. Since 1900 every trades and labor congress, that has met, has passed resolutions favoring the dominion government taking some action along this line and other bodies have passed resolutions while there have been many newspaper articles written on the subject. The result of all this was that finally a royal commission was appointed, with Dr. Robertson at its head, and which visited all the provinces of this dominion and afterwards United States and European countries.

He said New Brunswick's people were not well paid. Statistics showed the average wages in this province were less than in Quebec and much less than in Ontario. Records did not show that people of New Brunswick were well educated either. In Ontario with a population of 2,000,000 there were 28,700 who could not write, while in New Brunswick and Nova Scotia, with combined population of 790,000 people there were 28,800, or practically the same number, who cannot write. In other words New Brunswick and Nova Scotia are two and a half times worse than Ontario so far as illiteracy is concerned. He

(Continued on page 8, fifth column.)

TO BUILD BRIDGE AT THE FALLS THIS YEAR

Government Announces That Agreement With the St. John Street Railway is Satisfactory—Morrissy Evades Queries About Expenditures in His Department.

Special to The Telegraph.

Fredericton, N. B., March 18— No information for the public, is the substance of Hon. John Morrissy's reply to a question by the opposition leader which was answered today.

In endeavoring to ascertain what expenditure was incurred before the close of the fiscal year, Mr. Copp asked how much money has been paid since the close of fiscal year for work done on roads and bridges before the 31st of October, 1911, in each of the counties of the province.

The answer given to this was as follows: In order to give the correct amount paid in the various counties for work on roads and bridges previous to Oct. 31, 1911 for which accounts were submitted and paid Oct. 31, it would be necessary to go through each individual account on file in the board of works office which would require considerable time. These accounts are on file in public works department and can be seen by any honorable member at any time.

It will be noticed that the answer is simply an evasion. Mr. Copp asked what amount has been paid since the close of the fiscal year, for work done before that time and by reading Mr. Morrissy's reply it will be seen that he has not answered at all.

But Provincial Secretary McLeod, in his statement, says that nearly $200,000 have been paid for public works since the close of fiscal year and in this country it is impossible to do much of that work in November and practically none at all in the severe months of December, January and February. That is an answer to Mr. Copp's question.

In reply to Mr. Bentley's question respecting the new bridge over the St. John Falls the reply said the bridge would be built this year, and that negotiations between the government and the St. John Street Railway Company have been carried to a successful conclusion and the railway company has engaged to pay a certain sum per annum for the privilege of using the bridge for street car purposes. The amount being satisfactory negotiations were concluded.

SCORES FEDERAL HIGHWAY AID BILL

ALL DEPENDS ON GERMANY

Churchill Says Naval Programme Depends on Plans of Rival

MUST STAY IN LEAD

First Lord of Admiralty Declares Britain Must Maintain the Two-power Standard and That She Can Do It—Will Have Aerial Fleet, Too, Soon.

Canadian Press

London, March 18—Winston Spencer Churchill, first lord of the admiralty, today, introduced the naval estimates for the coming year, in the house of commons. The appropriations called for amount to $220,427,000, a decrease of $1,535,000 from the amount spent last year.

The first lord accompanied the introduction with a straight talk to Germany, promising an augmentation or a retardation of British naval construction to correspond with Germany's naval programme. He said he regretted the necessity of referring specifically to Germany, but continued: "The Germans are a people of robust minds, whose strong masculine good sense and high courage do not recoil from and are not offended by plain blunt facts, if they are expressed with courtesy and sincerity."

Mr. Churchill then went on to tell of the conditions under which naval competition would be carried on during the next few years, prefacing his remarks by the statement that the two-to-one standard was not necessary at present, although it would possibly become so.

"The two-power standard has been extended by some of its supporters," continued Mr. Churchill, "to include the United States and by this means it has lost both good sense and reality."

All Depends on Germany.

The first lord laid down a sixty per cent superiority in battleships and battle cruisers of the dreadnought type, as compared with the German navy as a convenient basis for the next four or five years.

He pointed out that Great Britain at present possessed an enormous superiority in pre-dreadnought vessels, but as these declined in fighting value the British ratio of new construction would have to rise above the sixty per cent standard.

Mr. Churchill said that it would be necessary for Great Britain to construct four and three dreadnoughts every year alternately for the next six years. "If we are now as it seems to be confronted with the addition of two new German ships in these six years we propose to meet the addition upon the higher ratio of superiority by laying down four additional ships in the same period.

Mr. Churchill added that any retardation or reduction of German construction would be promptly followed by a proportionate measure of reduction in Great Britain. He illustrated this point by supposing that both countries took a holiday in the year 1913. If Germany did not build her proposed three ships she would not only save $30,000,000 or $35,000,000, but her action would automatically wipe out no fewer than five British super-dreadnoughts which would be more than Germany could hope to do in acute warfare. The first lord continued: "This is our position, that the Germans will not be gainers in naval power by increases they may make and will not be losers from the basis I have laid down by any diminution.

"Here is a perfectly plain plan and arrangement by which, without diplomatic negotiations, without bargaining, without the slightest restriction of the sovereign freedom of either power, this keen and costly naval rivalry can at any time be abated.

"Referring to the building programme which includes four large armored ships, eight light armored cruisers, twenty destroyers, and a number of submarines, Mr. Churchill said that $3,500,000 was to be expended on the construction of submarines this year, and as regards the light armored cruisers the admiralty had decided to return to a smaller type of vessel as being more useful than the recently built vessels of the Chatham class of 5,400 tons.

"These light armored cruisers will be the smallest, cheapest and fastest vessels, protected with vertical armor ever projected for the British navy. They will be strong enough and fast enough to overhaul and cut down any destroyer."

Oil as Fuel.

Mr. Churchill briefly referred to the use of oil as motive power as one of the most anxious and most perplexing problems with British admiralty had ever had to solve. He recognized its enormous advantages and superiority over coal, continuing: "If as is speedily promised internal combustion engines with sufficient power to drive warships are perfected its advantages will be mutiplied three or four times."

Whether Great Britain could be sure of obtaining full supplies of oil or adequate store in reserve in Great Britain sufficient for the ever-growing requirements of the navy which should be protected from both aeroplanes and other injury was constantly engaging the attention of the admiralty.

Mr. Churchill attached great importance

(Continued on page 8, seventh column.)

Cartwright Calls It Vicious

Declares Money Will Be Used as Corruption Fund

Says it Violates the British North America Act—Advises Government to Lower Taxation on the People and Make Some Reparation to the Canadian West.

Canadian Press.

Ottawa, March 18—A tribute of respect was paid to the memory of the late Senator Ross today in the senate.

The highway aid bill was explained by Hon. Mr. Lougheed and criticized by Sir Richard Cartwright, and the bill to extend Manitoba's boundaries was taken up.

Hon. Mr. Lougheed, in moving the second reading of the government bill to encourage and assist the improvement of highways, said the bill was necessarily somewhat meagre as to details, but the purpose of the bill was to enable the federal government to give the provincial governments financial aid in the construction of highways, which were being recognized as much in the interest of the dominion as in that of the provinces.

In the construction of good highways lay the solution of that great problem, the keeping of people on the land. Canada had lagged behind in the building of roads. The advent of the motor car had done much to promote the good roads movement. The federal government had been busy with railroad and canal building for many years. The provinces had hesitated to impose taxation for good roads and the farmers were not organized to demand them.

The motor had brought all these interests to the movement and the Conservatives had made it a plank in their platform in the late election. The plan had been criticized in the commons as an invasion of provincial privilege. He did not see how this argument could stand. The plan for road improvement had to be worked out between the dominion and provincial authorities and to have brought down a plan without first consulting the provincial governments would be somewhat impertinent and might be resented. Therefore it was proposed that the federal government have authority to enter into an agreement with provincial governments or, if they were not ready, the federal government itself could undertake the construction of roads. He thought the measure would prove popular and beneficial.

Cartwright Sees Danger in Bill.

Sir Richard Cartwright said Hon. Mr. Lougheed had skated over much thin ice with great agility. He agreed that good roads were a right good thing, but even good roads might be dearly purchased.

The question had hardly been prominent enough in the last election to warrant the government claiming they had a mandate for it. This bill was one of that class of measures which members in the house of commons hesitated to oppose, no matter what they thought of it. One of Canada's legislative safeguards was the veto by the senate, which was less influenced by party considerations. The government should give more explanation of this bill than that which was given in the commons. There should be a statement of the amount they proposed spending. One province was now talking about five million dollars and another was talking of ten million. The bill gave the government unlimited authority to spend any amount they wished in any place they wished. It could be used as a dangerous political instrument by any government. There was no more insidious corruption than the bribery of whole constituencies by government promises of public works. The title of the measure should be amended and read: "An act to make the British North America Act so much waste paper and to provide a permanent corruption fund for the government of the day." If there was one thing the British North America Act was clear upon it was that local works and undertakings should be left to the control of the provincial legislatures. If there was one thing the framers of confederation were desirous of accomplishing it was that the federal and provincial provisions should not be intermixed. There had to be some concessions, but they had been most reluctantly given.

By this bill it was proposed to do the very thing the founders of confederation sought to avoid and mix up the federal and provincial finances to a most dangerous degree.

"The Folly of September 21".

"I warn the house again this measure on every possible ground. I say it is at once impolitic, unjust and in the highest degree unconstitutional. We committed an act of supreme folly on September 21, 1911, by refusing the offer of free trade in natural products with the United States, and since we have had a sharp object lesson as any country ever had in the present condition of affairs in the northwest. If they choose to crown this blunder with another of the same description and heap one unjust tax upon another I know what they will deserve, though I shall not say it.

"The government should consider its course carefully, for never was there a position which required it more. Now is the time to redress the wrong which has been done to the northwest and to make

(Continued on page 8, fourth column.)