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Insurance Issued and Paid For in 1908, on over 1½ Million Policies, over 309 Million Dollars
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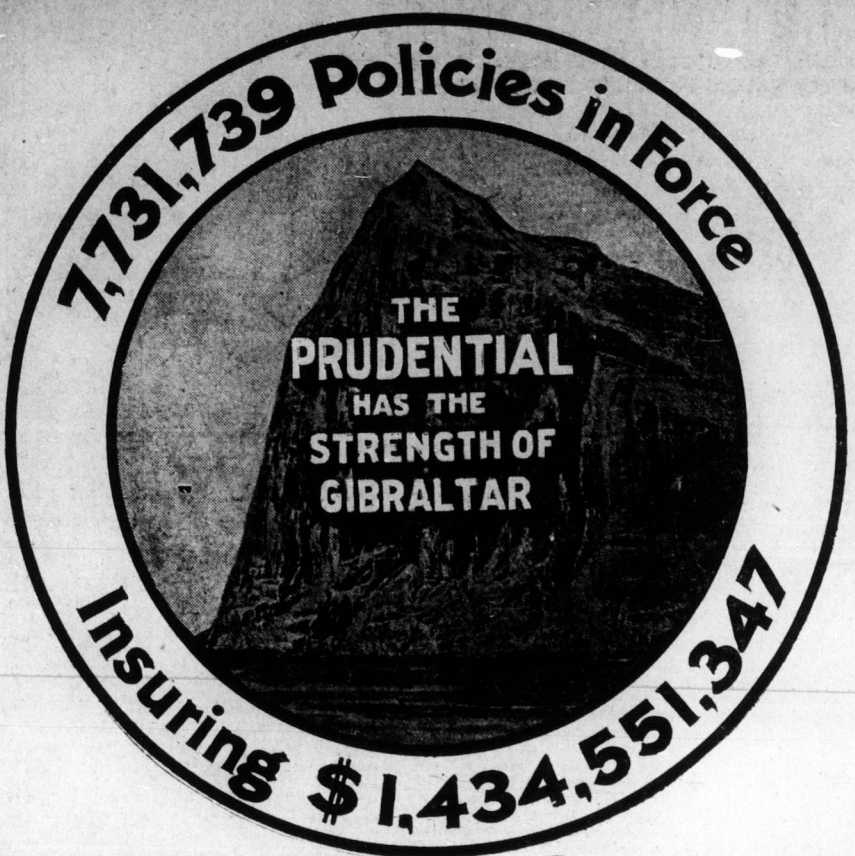
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to you.



BOARD FOR INTERCOLONIAL.

Three Railwaymen and Deputy
Minister Butler to Run It.

The Road Must Acquire Branch
Lines and Connections.

Board to be Responsible to the
Government.

Ottawa, March 16.—This was Intercolonial Railway budget day in the House of Commons, and, though physically indisposed, the Minister of Railways rose to the occasion in a masterly speech, the feature of which was a pronouncement in regard to the proposed changes in the management of the Government road, which have excited so much speculation and controversy.

Piquancy was lent to the debate by a sharp passage-at-arms between Mr. Graham and Mr. Foster. The member for North Toronto demanded a statement relative to capital account.

"I have not the figures at present," courteously replied the Minister, "but they will be given when the House goes into committee."

"Then the Minister refuses the information, and we do not know the whole deficit," said Mr. Foster.

"The hon. member has been so accustomed to deficits all his life," retorted Mr. Graham, "that he has deficits on the brain."

This brought Mr. Foster to his feet with a warm plea that he had asked a fair question and had not received a fair answer.

"It was not your question I objected to," explained Mr. Graham, "but the statement that accompanied it. I resent the insinuation that I refused information or that I am hiding anything."

With this parting shot the Minister resumed his speech, which he was allowed to finish without further interruption.

MR. GRAHAM'S SPEECH.
In making a pronouncement with regard to the proposed change of management, Mr. Graham said: "A good deal of discussion has taken place as to what we are going to do with the management of the road. I may say this, that among the officials of the I. C. R. there are many first-class railway men, men who have served the country, and served it well. However, it struck me that possibly, having been a Government-owned road for so many years, having had to compete with the conditions to which I have referred, the I. C. R. has not only a rut, and it might be possible to get the line out of that rut by making some few changes. This did not mean any change or dismissal of the officials we have on the line. What I had in mind was an experiment, and it will be an experiment that, if carried out, and I think it will be worth trying, will bring results. It was not to establish a commission. I am not against a commission because my hon. friend, the leader of the Opposition, is in favor of it. That did not influence me at all. I have come into the question of Australian railways and how they are managed, and I came to the conclusion, first, that as a Minister of the Crown I was not prepared to say that the Crown, even proper means, cannot manage a Government railway, and, in the second place, I believed the country would not be prepared to say that the Ministers of the Crown and

the Government ought to give up their responsibility for the management of that railway which has been entrusted to their hands.

"I had in mind to make this proposition to establish a board, not directly responsible to Parliament, but responsible to the Government of the day, whatever Government that might be, responsible to the Government through a Minister of the Crown, because after all that we may say about commissions that fact remains: that the people of Canada will hold whatever Government is in power responsible for the management of the I. C. R. so long as it is a Government-owned railway. There is no use trying to get away from the inevitable. The responsibility is there, and any Government in power must accept that responsibility.

BOARD OF MANAGEMENT.

"I propose to retain a couple at least of the officials who are now on the I. C. R. in very high positions, and also to allow Mr. Butler, the Deputy Minister of Railways, to act on that board. I would call it not a commission, but a board of management. I also propose to add to that board a man, whom I have not yet selected, from one of the other great railways, not a very expensive man, but a man with a good level head, who would bring with him knowledge and experience acquired on other great lines, and add that to the knowledge possessed by the officials at present on the I. C. R. This board would be responsible to the Government of the day. My idea was that this board would meet with the Deputy Minister, and at the end of every thirty days give a full report to the Government of the day, so that the Minister would at all times know what was being done. This would not relieve him of responsibility, but it would relieve the Minister of the flood of details that now go there and that ought never to go beyond the head office at Montreal. We have details coming to us that never get past the General Manager of any other railway. At the present time our department is flooded with details that ought never to reach it. This board would have the power to deal with many of these minor affairs without reference to the department. It would be a good thing for the railway, a good thing for the men and a great relief to the department."

QUESTION OF BRANCH LINES.

Dealing with the question of branch lines as developed in the debate on Hon. Mr. Emmerson's resolution last week, Mr. Graham said: "This situation stares us in the face, and I want to approach it without wincing or shrinking. I may be right or I may be wrong, but I give my opinion for what it is worth. The G. T. R. has now its line in the Maritime Provinces. Unless some arrangement is made by which the I. C. R. will be given the outlet for some transcontinental line the I. C. R. will only be a local road for all time to come, and there is not enough local traffic to keep it going on a paying basis. That is my opinion; conditions have changed—yes, have come and gone—there was a time when the I. C. R. had all the trade of the Maritime Provinces; anything that came to Montreal, Quebec or Lévis, had to get into the Maritime Provinces over the I. C. R., and we had all this trade, whether it was through trade or Maritime Province trade. As it is, we have the C. P. R., we will have the G. T. P., and these being fed by their own two lines and having to feed their own two lines will not give us any traffic that they can possibly help. That means that they will give us no through traffic at all. I believe that if the I. C. R. is to

be made the road it should be, if we are to maintain it as a proposition in the interests of the people, and to make it pay its way, it will have to be hooked up to some through line which will bring it traffic from the west, and which it can feed from the east to the west.

FEEDERS ARE NECESSARY.

"The question of branch lines is one that, many shortly, we shall see, does not need any authority on transportation and railway traffic to understand that there can be no prosperous main line unless it is fed by branches stretching out into adjacent territory. The C. P. R. is now in the territory. The Grand Trunk Pacific is going there, and if the I. C. R. is to maintain its fair share of trade it will have to see that it gets some feeders. There is no use shrinking from the situation. Either the Government must ere long be prepared to acquire some of its feeders and build new ones, or it must hand over the management of the Intercolonial to some company that will do so. It will not be fair, either to the railway or the section of the country served by it, in the face of the changed conditions, to very much longer continue to occupy the present position. All companies recognize the necessity of branch lines, and that is why in the west there is almost at the present time a struggle to cover the territory with branch lines. If the G. T. P. is to be the success it is hoped, it will have to see that it has a trunk line busy.

UNDER COMPANY MANAGEMENT.

"I think I am safe in saying that if a company owned the I. C. R. it would immediately proceed to pick out some of the best branch lines and absorb them as well as build others, and it is possibly not going to take one of two positions; either to adopt the policy of expansion, or, if in the interests of the road and the country it serves lease the railway to some company that will adopt these businesslike measures."

Last year the railways of Canada, owing to a temporary falling off of traffic, laid off no less than 17,608 men, but on the I. C. R. this cold-blooded way of dealing with the employees was not in vogue, and no men were laid off during a time of temporary business depression. All things considered, Mr. Graham maintained that comparative figures showed the I. C. R. was run as cheaply as well as any other road in the country.

The real reason, why the I. C. R. finds it hard to keep even, said Mr. Graham, "is because it gives the people of the country lower rates than any other railway on this continent." Comparing returns from the total expenditure of Canada on canal with the total expenditure on Government railways, he showed that the difference in favor of the I. C. R. last year was \$1,233,683.

Coming to the conditions of the current fiscal year, Mr. Graham pointed out that, in common with all the other railways of the country, traffic had fallen off very considerably since the first of 1908. Other railways had met the decrease in revenues by skimping on expenditures and by dismissing employees. But the Government could not exercise the same free

hand in cutting down the staff without consideration for the interests of the employees themselves.

MR. JOHN HAGGART.

Hon. John Haggart charged that the speech of the Minister of Railways seemed to fore-shadow the handing over of the road to a private company. Excuses as to why the road did not pay running expenses were not valid. The railway, he claimed, was grossly overmanned. He was inclined to oppose both the suggestion of Mr. Borden for an independent commission to run the road and the suggestion of Mr. Graham for a board of management. He believed the proper plan was to place the road under the effective non-political control of one well-chosen and unhampered General Manager.

MR. BORDEN.

Mr. Borden, who followed Mr. Haggart, said that the deficit of over half a million on the I. C. R. this year was not satisfactorily explained by the statement that the rates charged on the road were too low.

Mr. Borden placed no reliance in the words "board" or "commission," but he did place reliance in the elimination of the political party pull.

Mr. Emmerson criticised adversely the proposal to establish a board of management. He asked why the necessity of an advisory or managing board, or any change, if the management was so excellent and the results were so satisfactory as the Minister had claimed. He did not anticipate success, but failure from the experiment proposed.

The House was then moved into Committee of Supply on the Intercolonial estimates and passed several items before adjourning.

Discussion on Mr. Graham's proposal will be continued when the Intercolonial appropriations are again taken up.

WOO CANADA

And German Steamship Lines Are
Going to Do It.

London, March 16.—The Berlin correspondent of the Standard says the Prince Oscar, the first steamer of the new Canada line, sails for Halifax on the 19th instant. The Canada Line only carries steerage passengers, and as there is no direct steamship communication for a better class of passengers to Canada this is to be altered shortly. The decree has gone forth that Canada must be wooed and conciliated, and no efforts are to be spared to promote better relations.

CASTORIA

For Infants and Children.
The Kind You Have Always Bought

Bears the
Signature of *Dr. J. C. Watson*

Mrs. Cassels Dead in Montreal.

Mrs. Cassels, widow of the late Robt. Cassels, died in Montreal on Monday from pneumonia, after an illness of several weeks. The deceased was a daughter of the late Hon. James MacNab, of Halifax, and was 83 years old. Mrs. Cassels was the mother of Mr. Allan Cassels, K. C., Mr. Hamilton Cassels, K. C., and Mr. R. S. Cassels, barrister, of Toronto. Mrs. W. Cook and Mrs. A. H. Cook, of Quebec, Mrs. S. Greenhields, Montreal, and Misses Amy and Harriet Cassels are daughters.

EXPLAINS LAW REFORM BILL.

Hon. Mr. Foy Deals With the
Question of Appeals.

Opposition Intimate They Will
Make Suggestions.

Bill Providing Stringent Regulations
in Respect to Automobiles.

Toronto, March 17.—In the Legislature yesterday afternoon the Attorney-General gave his official explanation of the Government's law reform measure. He did not add much to the information which had already been conveyed in the published summaries of the bill, except in regard to the question of appeals from the Ontario courts to the Supreme Court of Canada. The absence of any such provision he explained by the fact that similar legislation enacted by Manitoba had been declared to be ultra vires. It was his hope, however, having brought the matter to the attention of the Minister of Justice, that the Dominion Government might see fit to give enforcement to the expressed wish of the people of Ontario.

Actual debate on the measure was postponed until it reaches the committee stage, although Mr. Wm. Proudfoot (Centre Huron) took occasion to compliment the responsible Minister on the measure, and his willingness to accept suggestions in regard to a matter of such great importance.

CANNOT LIMIT ALL APPEALS.

The Hon. J. J. Foy, in moving the second reading of his law reform bill, referred to the fact that in it there had been no provision made for the limitation of appeals from the courts of Ontario to the Supreme Court of Canada. "By a decision of the Privy Council," he said, "a few months since, it has been decided that legislation of that kind passed by the Province of Manitoba was ultra vires, and consequently, although the suggestion was looked upon with favor by the House, it is not in our power to carry it out. I have, however, taken the liberty to direct the attention of the Minister of Justice to the fact that there is a feeling in existence that there should be some limitation of these appeals greater than is in operation at present. At present appeals from our court to the Supreme Court of Canada are in cases of \$1,000 and upwards, and some other cases which I need not mention. In Quebec it is \$2,000. It has been the thought expressed in this House that there should be some further limitation to these appeals to Ottawa, and that they should not be allowed unless they involve certain rights or sum of money, and perhaps the wisdom at Ottawa may see fit to carry out what is the feeling of the people of this Province."

STANDS ON ITS OWN MERITS.

The bill, he said, explained itself, and therefore it was not his intention to burden the House with any long discourse on its merits. "If," remarked the Attorney-General, "the bill should not have the merits to carry out its object I do not think

that any words of mine would add to its potency. The bill is divided into four parts. In the first place it deals with the lessening of the number of appeals in this Province; next it has reference to the administration of criminal justice in Toronto and the county of York, where there is a great deal of that work done both at Assizes and by County Court judges in Sessions. The third part deals with the jurisdiction of County Courts and District Courts in no small degree. I am not wedded at all to the amount of that increased jurisdiction. Perhaps hon. members may see fit to reduce the amount which has been set as the limit with which these courts may deal, and which I have thought proper to insert in the bill. Then there is a certain limitation as to the appeals to the Privy Council, and the last part provides that agreements shall be made between solicitors and their clients. The bill in this respect follows the bill that is now law and has been for some time in England, and it is thought by many people that it would be an advantage to clients that such agreement should be validated, and provision made for them with proper safeguards in the interest of the client, so that no agreement may be made which may be to the detriment of the interest of the client. The client is supposed not to be as familiar with these things as the lawyer, and he might make an agreement which is improper and unfair to himself. Therefore, the agreements are made subject to inspection by an officer of the court, and if necessary by the Judge. If the agreement is not proper or fair it may be modified or cancelled."

DOING AWAY WITH APPEALS.

Passing on, the Attorney-General pointed out that at present the Division Court heard many appeals which would be done away with under the bill he had introduced, but as a consequence it was necessary to have an appellate division of the High Court. "One of the fears expressed," he said, "in regard to the opening of a second division of the Court of Appeal was that it might become what was called a floating court, or what some people called, in slang terms, a 'scrap court,' and that it would vary from time to time." He thought there could be no possible objection of that kind. "In December the Judges may select which five Judges are to compose this second division of the Appellate Court for the following calendar year. That will give fixity to the court, and there is no reason why those Judges should not be in the following December selected for the following calendar year."

ONLY TWO CHIEF JUSTICES.

Proceeding, he said that it was, of course, desirable that the Appellate Judges should have time to meet together and have conferences before giving their decisions. Under the present system even it was found that in very few cases did the Judges give an immediate decision. The proposal that the divisions of the Appellate Court should sit in alternate weeks would enable the Judges to deal with cases while the facts and arguments were fresh in their minds and in the long run lead to an acceleration of business. It was provided also that five Judges constitute the appellate division, while four should form a quorum except in some special cases, and others of that kind. That would leave one Judge available, if necessary, for circuit work, although none would be obliged to undertake that work unless they so desired. "One advantage of this," he said, "is that it will not be necessary to appoint any new Judges

to the High Court and the Court of Appeal." There would be in future only two Chief Justices, the Chief Justice of the High Court and of the appellate division, and the titles of the present Chief Justices and Chancellor would die with them.

With regard to the extension of the jurisdiction of County Court Judges the Attorney-General said that many of those officers at present had not enough work to do. They were idle for the greater part of the year, and were themselves anxious to become more occupied. Touching again on the making of agreements between solicitors and clients, he explained that as there would only be one appeal in future it would not be necessary to guarantee costs. The appeal book would no longer have to be kept in the present form, but would be given to the Appellate Court, as it was now given to the Division Court, and a saving of thousands of dollars effected.

Hon. Jas. Duff's bill respecting the Ontario Veterinary College was put through committee, and the House then went into supply.

In going over the items for civil government, Mr. Studholme asked if the "little fellows" in the civil service were getting recognition as well as the "big ones." Hon. Mr. Foy assured him that they were.

A suggestion that there was too large an expenditure on the fish and game branch, drew from the Premier the declaration that there was "no official in the building who gave better value for the money he was receiving than did Mr. Edwin Finley."

Criticising the amount spent in paying and dining the Judges engaged on the work of statute revision, Mr. Studholme created laughter and applause by urging that they "be put on piecemeal." He maintained that the Judges were having "too soft a time to hurry." Mr. Foy assured the Labor man that he was doing all in his power to expedite the work.

A reference in the education estimates to a grant for endowing a pedagogical chair drew from Mr. McCormack (East Lambton) another appeal for the model school.

"The disappearance of the model schools," said Hon. Dr. Pyne, "is one of the best things that ever happened for education in this Province. Not more than twenty per cent. of the teacher graduates of the model school ever went beyond their three years in teaching work."

AFTER THE AUTOMOBILES.
Major J. J. Craig (Wellington) introduced a bill to regulate the speed and operation of motor cars. The provisions of this bill are quite rigorous, and in addition to prohibiting automobiles the use of country roads on Saturdays and Sundays it provides that on the third conviction of a motorist for speeding he shall be sentenced to imprisonment without the option of a fine, and that his machine shall be confiscated for at least three months.

The Premier, in response to a query from Mr. Proudfoot, explained that the bill of the Minister of Agriculture respecting the Ontario Veterinary College was in essence a confirmation of what had already been done.

Colonist Excursions to Pacific Coast and Mexico.

Daily until April 30th. One-way, second-class colonist tickets will be issued by the Grand Trunk Railway system to the following points at very low rates: Vancouver, B. C.; Seattle, Wash.; Spokane, Wash.; Portland, Ore.; Los Angeles, Cal.; San Francisco, Cal.; Mexico City, etc. For further information and tickets apply Chas. E. Morgan, C. P. & T. A., or W. G. Webster, depot agent.