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We must ask those subscribers, who are still in arrears, to be so kind as to remit with as little delay as possible. We need the money to pay our bills, and a ready response to this request would be esteemed a very great favor.

Just Federal Representation.

In the Dominion House of Commons, on Monday of last week, some of the members from the Maritime Provinces brought up and discussed the question of just representation of these Provinces in the Federal Parliament. The debate was inaugurated by the introduction of a resolution by Mr. Kite of Nova Scotia, to the effect that the representation should not be reduced below the present number. To this an amendment was moved by Mr. Warburton of this Province demanding that the representation of a Province shall never fall below the figure it had upon entering confederation. Mr. Kite pointed out that the legal case raised on the subject some years ago had gone to the Privy Council on appeal and had there on technical grounds been decided adversely to the Maritime Provinces. Since, therefore, as a matter of law, the three eastern Provinces were shut out, he appealed to Parliament as a high court of equity, that as a matter of equity and moral right these Provinces were entitled to some consideration. In arguing his case Mr. Kite showed that at the time of Confederation, it was not considered necessary that any special safeguard was needed for the Maritime Provinces. Such a safeguard was given to British Columbia, and our Provinces would have got the same, if they had asked for it. In the meantime the population of the west had increased by immigration and the pivotal Province, Quebec, had been greatly enlarged, by accession of territory. The Maritime Provinces were circumscribed and could not expand in a territorial sense. In consequence of these handicaps he urged that some special consideration should be given to the Maritime Provinces.

Mr. Warburton went further than Mr. Kite when he moved and supported the following amendment:— Each province of the Dominion shall have as a minimum representation in the House of Commons, the representation it had upon becoming a province of Canada. That in the redistribution of constituencies to be made after the next and after every future decennial census the representation of each province shall not be less than that minimum. Dr. Daniel of St. John seconded Mr. Warburton's amendment as a proposal which would do justice to all provinces. He was surprised at Mr. Tarriff's attitude. Mr. Tarriff was in the position of being willing to accept for his province favors which other provinces could not enjoy, and of saying when the lower provinces asked to have continued the state of affairs which was promised to them at Confederation, he would put on his hat and leave the House. When Saskatchewan and Alberta were created provinces it was provided that for subsidy purposes the population of these provinces should be considered at a figure, it was quite certain that at the time and perhaps now Alberta was not up to that figure. Dr. Daniel then established the fact that New Brunswick had not adopted the principle of proportional representation. The Quebec scheme when submitted to the people was defeated by a heavy majority. He quoted the assurances of the then attorney general, Sir Albert Smith, to show that New Brunswick demanded some

check which would prevent New Brunswick being swamped by the Canada of that day. This position he established by numerous citations. Dealing with the legal point, Dr. Daniel noted that if the word "Canada" had meant the original four provinces the Maritime Provinces would have won their case, but it was held that it meant the present nine provinces. But in the original British North America Act "Canada" meant the four provinces and this meaning was removed by the supplementary British North America Act. Thus the Maritime Provinces had been gold bricked. Dr. Daniel also dwelt on the addition of new territory to Quebec, when railway development caused this to be populated the whole basis of representation would be upset. In this connection he quoted a strong utterance by Mr. Pugsley. Mr. Fraser spoke in support of Warburton's amendment, and described Mr. Pugsley's support a rotten reed. Mr. Richards also spoke in support of the resolution in amendment. The contention of all the supporters of this measure of justice to the Maritime Province was opposed by Sir Wilfrid Laurier, Mr. Fielding and Mr. Pugsley. The unsoundness of the attitude assumed by Fielding and Pugsley may be deduced from the fact that both these gentlemen, when members of their respective Provincial Governments, were the strongest advocates possible of the principle urged now by the Maritime members. When these gentlemen taste the flesh-pots of office in the Federal Cabinet, they all at once execute a volte face, and go their best to obstruct the proposals they once feigned to uphold. No better illustration of this changed attitude could be given than the following description of Pugsley in 1905 and 1910 presented by the St. John Standard:

At the session of the provincial legislature following the decision of the Privy Council on the question of New Brunswick representation in the House of Commons, the subject was discussed on a resolution of Mr. Tweedie, who was then premier. Mr. Tweedie made one observation which, in view of Mr. Pugsley's speech of Monday, may be regarded as prophetic. He said:— "It is worthy of note that some times gentlemen who are very hearty in favor of provincial rights, when members of the provincial legislature, become strangely indifferent to them when they go to Ottawa. I remember that Mr. Blair and Mr. Fielding were very prominent in urging the rights of the Maritime Provinces at the Quebec conference in 1887, but when they got to the larger field, they apparently forgot that they were pledged to support those interests."

Mr. Pugsley now says that members "could not talk of justice when the highest court in Canada, and the highest court in the Empire, now interpreted the constitution in the way they had. They were bound by that interpretation and no province had the right to complain, because the constitution was being lived up to."

But now we turn to what Mr. Pugsley said as Attorney General of New Brunswick after these decisions had been given. He then stated in the legislature that he had always entertained and still held the view that the scheme of representation was intended by the authors of confederation to be read as if the Union consisted of the original four provinces. The effect of the decision had been to construe the act as if all the existing provinces had been in the Union of 1867. "If that is so,"

added Attorney General Pugsley, "the compact of confederation has been violated by legislation and by orders in council without our being consulted. Surely the authorities at Ottawa should see that this wrong is remedied."

in the past." The provincial government, Mr. Pugsley said, was "doing its duty in asking the legislature to express its views and to endeavor to undo this great wrong."

Dominion Parliament.

The estimates for the Intercolonial Railway, were under consideration in the House of Commons on the 1st, inst. After introductory remarks, the Minister of Railways recited the different items of expenditure. He said the expenditure on capital account in the nine months period had been \$1,280,000 for the same period last year it was \$3,867,232. The average total number of employees during the year was 8,333 with a monthly payroll of \$427,470. Meanwhile the Prince Edward Island Railway has achieved a deficit of \$44,534, which by the end of the year probably will be \$70,000. The capital account expenditures have been \$170,000 as compared with \$56,206 last year. Despite the fact he never expects the line to come out, even Mr. Graham expects to see an improvement made in the passenger service and some extensions. This he put purely on the ground of sympathy with the people of the Island. Going further west the Quebec bridge plans are sufficiently far advanced to enable the minister to announce that the structure will be finished in four years. Also that the Hudson Bay railroad will be taken in hand at once. The work will proceed on two lines.

The year 1907 had been unfavorable, the board took office in June with a deficit of \$800,000, there had been reduction in tariff, and no reduction in the number of employees to make the receipts balance the expenditure. The board had reduced its staff. In all 508 employees had been dropped. As time went on some of these would be taken back, as the staff was increased or vacancies occurred. At Moncton an expert, Mr. McKenna, had reorganized the work at the shops, with the result of more work being done by a smaller staff. It proved impracticable to get an expert for the locomotive shops, so three bright men were sent down to the New York Central shops to pick up ideas; the result was expected to be advantageous. Mr. Graham then noted some repairs and maintenance work which had been expedited. Despite statements to the contrary 574,297 new ties had been laid, 55 1/2 miles of track had been ballasted, 11 1/2 miles had been relaid with new 80 lbs. rails, 5 1/3 miles had been relaid with 67 lb rails. Extraordinary expenditures on maintenance account charged against working expenses totalled \$231,507. They included: Repairs to bridges and culverts, \$29,150; painting bridges, \$21,977; building and repairing fence, \$36,408; rail renewals, \$100,000.

Mr. Haggart criticized the minister for giving no estimate of the cost of the Quebec bridge, though he was calling for double tenders, as he was undecided whether to adopt the suspension or the cantilever style. The bridge, he argued, will cost the country \$15,000,000 to \$18,000,000 including the seven millions already paid out. Dismissing the Intercolonial, Mr. Haggart noted the increase in the capital sunk from \$49,000,000 in 1896 to \$90,000,000 now. The curious thing about the management of the

railway was that a number of employees of the railway department has been appointed to control the road. "If they were under the direction of the railway department," he said "and it appears they are, everything will go to the devil. Let them meet together and discuss the affairs of the road and everything is well." If the Intercolonial were removed from the curse of politics it could be operated as successfully as any other road. He quoted Sir Wilfrid Laurier's statement of year ago that there could be no honest statement of the affairs of a Government railway which made expenditures upon capital account without expecting any interest. He opposed the proposal to lease the railway to a private corporation.

Mr. MacDonald, (Ficton, Liberal) refused to be pleased at the surplus of \$600,000. It was desirable that the management should make both ends meet but it should not be forgotten that a surplus meant that so much money was not available for the future operation of the road. The country instead of looking for large surpluses should realize the true state of affairs with regard to the Intercolonial and should expect no more than that the minister should make both ends meet. No attempt was made to work up a passenger traffic, as would be made by a private railway. That was a condition inherent in the operation of public utilities. Again, no effort had been made to restrict the British preference to goods coming through Canadian ports. The Government could not develop industrial enterprises as a company could. Mr. MacDonald also objected to the minister turning the railway over to a board of management. In Nova Scotia they believed in responsible government; the minister would be held responsible in any case. He also complained of the dismissals. Mr. Maddin followed proving that politics are still active in the management of the railway, giving specific details of a case of persecution in which Mr. Alex. Johnston, the defeated candidate in Mr. Maddin's constituency has revenged himself on a voter who had followed his convictions by causing his dismissal. The House then went into committee.

In the House of Commons, on Thursday, Mr. Borden declared the policy of the Conservative party on the naval question. The second reading of the bill was moved by Sir Wilfrid Laurier, to which Mr. Borden moved the following amendment: That the proposals of the government do not follow the suggestions and recommendations of the admiralty, and in so far as they empower the government to withhold the naval forces of Canada from the rest of the empire in time of war, are ill advised and dangerous.

"That no such proposals can safely be accepted unless they thoroughly ensure unity of organization and of action without which there can be no effective co-operation in any common scheme of Empire defence."

"That the said proposals, while necessitating heavy outlay for construction and maintenance, will give no immediate or effective aid to the Empire and no adequate or satisfactory results to Canada."

"That no permanent policy should be entered upon, involving large future expenditures of this character until it has been submitted to the people and has received their approval."

The Leader of the Opposition supported his amendment resolution in a splendid speech. In the beginning he vigorously replied to Sir Wilfrid Laurier's attack on the Conservative party. Three-fourths of his speech had had nothing to do with the subject before the House. This was not 1837. They were not discussing autonomous rights. When the premier found himself in difficult circumstances he went back to 1837, Lord Durham Baldwin and Lafontaine. He had boasted that he had an absolutely united party and he had been dealing with criticisms of his policy coming from Quebec. He had treated a great and important subject in a highly controversial and partisan speech. As for unity, there was no attempt at gagging in the Conservative party and never would be.

If the premier had had to undergo criticism in Quebec, Mr. Borden continued, it was due to himself more than to any one else. In this connection Mr. Borden quoted two or three utterances by Sir Wilfrid Laurier which he now is anxious to have forgotten. For instance in Boston in 1891 he said that Canada never would consent to imperial federation because that involved her participation in British wars, and to that Canada would never consent. Again in 1892 he said in parliament: "I hold out to my fellow countrymen the idea of independence, but whenever the day comes it must come by the consent of both parties and we shall continue to keep the good feeling and the good will of the motherland. If we are true to our record we will again exhibit to the world the unique and unprecedented example of a nation achieving its independence by slow degrees and as natural as the severing of the ripe fruit from the parent tree. And again 'Is there a Canadian anywhere who would not hail with joy the day when we would be deprived of the services of British Diplomacy?'"

Since Sir Wilfrid had held the reins of government, Mr. Borden observed, British diplomacy had more than once got the country out of difficulty in which it had been involved by the blundering of his government. And again "I have again and again repeated that the goal of my aspirations is the independence of Canada, to see Canada an independent nation in the course of time. Sir Wilfrid Laurier may have recanted since then, Mr. Borden said, but he had not so publicly. Having regard to some of the provisions of the bill it was interesting that rumor had it that this very measure was being held out to the premier's friends in Quebec as an important step in the direction of that independence, which was at one time at least the premier's aspiration.

Having thus replied to the premier's attack, Mr. Borden turned to the subject of the naval force. While annual contributions might be the best course from a purely strategical point of view it would not be enduring. Canada must employ her own men, her own materials, her own resources. How she was to do that was the subject before the House. The premier had said some days before that when Great Britain was at war Canada was at war yet today he had receded from that and had intimated that the rest of the Empire might be at war and Canada at peace. That was impossible, so long as Canada was in the empire. If the empire was at war she was at war. As long as the British flag floated over Canada, as soon as that flag was attacked Canada was at war. The

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