SIR P. T. McGRATH

Addresses Council on Railway

of Assembly as a money bill within the little complaint, but that now, when terms of "The Legislature Act, 1917," the Reids can no longer pay, there is the only course open to us is to expect the public outcry, but this, of course press our views on the measure it- is only natural, particularly when we self and the policy which it embodies. remember that the Reids had a con-The Hon. Gentleman, (Mr. Shea), who tract to run the railroad, and especimoved the second reading, expressed ally when we know that all the moneyhis regret that the Opposition in the making features of the Reid Company's other House had treated this as a polittical issue and had refused the in-! vitation of the Government to join with them in working out a measure that could be satisfactory to all; and thought this a mistake and that the endment which the Opposition moved showed a desire to make political bring in experts to tackle this quescapital out of a very serious situation in the country. I would point out that a political issue the blame for that is but I have my doubts, because a year due not to the Opposition, but to the present Government, which fought the same hope was held out, but nothing ast general election campaign largely on the cry that those then in power were friendly with the Reids and were allowing them to escape their obligations, and that if the party then seeking power, and now enjoying it, was elected it would make the Reids to the mark, live up to their obligations and carry out the railway contract in the manner in which it ought to be carried out. As I pointed out on the first day of the session, it is very easy to those they have turned out, to join but it was treated entirely on its local with them in solving problems like this, but, human nature being what it they are capable of defending themselves, but I would say that in England, and in Cadana, where they have important railway bills before Parliament, of a character analogous to our own, the Opposition parties—the Liberals and the Laborites in England, and liberals and the Famers in Canada-have pursued exactly the same policy as our Opposition in refusing

I agree with the Hon. gentleman in saying that this railway issue is a very serious one and that the policy emhodied in this bill is one that cannot be continued. I do not agree with him that there was no other alternative, or that this bill was the best that could have been devised. I think it is probable a worse solution would have rethey tackled this railway problem, as was the idea five or six weeks ago, when it was proposed to close the without any chance for public opinion to express itself, a worse measure would have resulted, but, on the other and, I think that if the Government's the session, so that public opinion Government could do. This Bill is the could have been brought into play, we feature by which the present session Act to amend the Companies' Act" so (3) the Government was to maintain this is. I agree with him in his state- Fish Exportation Bill will

holdings have been recently transfer red to other companies and that the Colony has been put in a very detrimental position as a result. The Hon. gentleman tells us that this measure is only temporary, to enable the Gova permanent solution. I hope that ething in this line will be done, came of it, and I doubt if the Government is able or willing to take up this uestion as it ought to be taken up and develop some permanent solution of . To say as the Government says money-making branches of their enter-"This is the best we can do; take it or | prise in this country to subsidiary coreave it," is in my opinion a negation of statesmanship and a confession of bankruptcy in administrative ability.

HOUSE PRESTIGE SHATTERED.

This question was so very exhaus-

ively debated in the other Chamber

that few aspects of it were overlooked, features, and I thought it might be who have been the victims of such a cussing it, moreover let us in Roosecourse should do anything else than | velts words; "look it squarely in the ligation to say our say upon this measure, whether for or against it. When year's bill to give the Reids a loan for showing the position of the railways the 1898 contract was before this colling stock and other improvements. Chamber most of its members were Our hon friend, the Minister of Agricontent to give a silent vote and it was culture, (Dr. Campbell) had explained held against the Council for years af- that the Government would negotiate terwards, in all the controversy in the with the Reids during the recess for Legislature, in the press and on the political platform, that except for the that if so, I hoped the Government to give the Government any assistance and have criticised the railway legislation to the fullest extent.

def it here, and who was Mr. Reid's Attached take every precaution to protect the country's interests, because the country in interests, because the country had, unfortunately, bitter reason and that only one, Hon. George Knowland that only one, Hon. George Knowland that only one, Hon. George Knowland that only one had been and that only one had been and that only one had been and the reason late Hon. D. J. Greene, who introduc- would go slowly, act cautiously and ling, whose poor health prevents his already to realize that the Reids when being here to-day, voted against Strong arguments can be made for and store unturned to protect themselves. bate, I extracted the following facts: against that Bill, and I am not going And you will all remember the good England, of course, saw the first railto enter that field, but I say that no-doctor's interjection: "Oh, yes! we road, nearly 100 years ago. From thing in its history so shattered the know the Reids are lying awake in the then till the war, over 1,000 railway prestige of this House for years after 1898 as the failure of its members to nights trying to work out how they can get ahead of us. But we are on the voice their views on the '98 contract aleri and are more than a match for summer of 1914, when war broke out, when it was before them. Similarly, the them." I replied that I hoped it would there were about 200 separate railsulted if the Government had succeed- most dispiriting feature of the passage prove so, but I had my doubtts, and to- ways there. The Government at once ed in getting the House closed before of this Bill through the Lower Cham- day everybody knows that these doubts took over the essential ones, 114 alber was the absolute silence of the Government members. The Opposition, awake tto the ghastly realization of the and light railways out. The condiwhen it was proposed to close the House on June 21, and notice was givduty of an Opposition to oppose and have "put one over" on us, to use the trol was put in force were (1) the en of suspension of the rules in the harass a Government, and they did it argot of the hour, and that the Gov- Government was to get immediate other Chamber. I believe that if the to the fullest, but it can hardly be dis- ernment were either caught napping control and absolute control. operaworking out of this plan had been done puted that they had a strong case, a quietly between the Government and far stronger one than an Opposition either of which alternatives is very managers of the principal companies the Reids, after the House closed, has many a time. But, whatever the discreditable to them. The Reids may as a Board of Management; (2) the rithout any chance for public opinmerits of the matter, the Government's have been lying awake earlier in the shareholders in the several compancase was decidedly made worse by the session; but they could sleep peacefulies were to get the same rate of difficulty of its advocates to put up any ly, when our hon friend Dr. Campbell vidends, all the time control condefence for it, the sole excuse advanc- spoke, because some weeks before they tinued, as they did in 1913, the year hand had been forced much earlier in ed being that this was the best the had got an innocent, unsuspicious lit- before the war, which was a very

ously by it. That bill was the outment since 1901 had refused to give them. But our hon, friend and his col-leagues obligingly provided the ma-chinery, either unwittingly or knowunto themselves, which laws they could oblige our customers all over lingly, and his boast of last year comes the world to agree to. That experi-ment cost us directly five million dol-

Resolutions.

ment cost us directly five million dollars, through losses in the sales of our fish, and indirectly perhaps as great an amount through the losses in the value of commodities under forced realization and otherwise. Now we have in this bill another experiment, in regard to the operation of the railway enterprise and having to do with a Government exhibiting such undiscostly and just as disastrous. We have paid already on account of it 2½ million dollars, to the operation of the railway which it embodies.

The Hon. Gentleman, (Mr. Shea), who invoked the second reading, expressed. a similar amount during the current twelve months. This frightful burden upon our people results from the distance of the machinery to enable this to to have been done. If the Govt, did it deliberately it was criminal. upon our people results from the delu-sion which the present Government blunder that was worse than a crime has launched to operate the railroad. The theory prevails in some quarters It is thte people of the Colony, and generations yet unborn, that will suffer that the Reid railway is the only mismanaged and badly-run railroad in the world and that for the conditions will be launched into a maeistrom of itigation as a result of this and other which exist in regard to it the Reids are responsible. This view was widely developments in this railway problem the past year or so, which cannot fail roclaimed in the last election camto have ruinous consequences to our whole fiscal fabric. I speak here to-day paign, it was reiterated here last session, and it is being repeated again neither as an advocate nor a critic of now. Because of it the country has been sadly burdened and an intolerable them in hte collapse of their many confusion created for the future, while plans for the advancement of this colbecause of it, too, we see that the ony's fortunes, and incidentally of Reids, fearing the worst, have utilized their own, and especially on their Reids, fearing the worst, have utilized their opportunities to transfer all the enormous financial losses, notably in subjected them to much censure that is wholly undeserved, accusations of porations, from which we are powerless to get them back, while at the blundering and incompetence based same time the Reids are holding the on the altogether mistaken notion that country responsible for every obliga-tion which it undertook under the con-met such monetary losses, run behind tract of 1901, but when it comes in in upkeep and equipment, or suffered turn to hold them liable for the res- such impairment of public ponsibilities and obligations which as is the misfortune of the Reid Newthey undertook, we find ourselves dealhelpful if this House looked at it in | ing with an admittedly bankrupt com- that similar conditions exist with rethe light of conditions abroad. In dispany, from which there is nothing to gard to the British, Canadian, Ameri be obtained. Let me recall again to the can, South African and Australian memory of those around me my proleave a Government to flounder in the face, unblinded by preconceived premess which it has made itself. I am judices and unaffected by partizan here a year ago. We were discussing country, in getting an idea of some unnot speaking for the Opposition, as feeling." Let us also recognize our ob- the railway problem then, in the last suspected phases of this problem, if I were to submit some facts and figure hours of the session, passing last

road, and how equally gloomy is the outlook for their future as well as BRITISH RAILWAYS. As it happens, the British Parliament is now discussing a railway bill, introduced by Sir Eric Geddes, Minister of Transport, on May 26, and from his speech and those of other it. negotiating in these matters left no members on the second reading decompanies were promoted or took shape in the British Isles. In the ould have had a much better bill than will be remembered, just as the Cod that provided them with the machinery the railways and their rolling stock make the by which to make this transfer, some- during control, up to the same stand

in these countries, how closely it approximates to that of our own rail-



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ticular. Such were the conditions on

meet such deficits each year, besides

defaults in the latter par-

Year ended March 31, (Passenger)

£ 44,000,000 (Freight.) 78,000,000 (Other earnings.)

£318,000,000 This means an addition of £183,-000,000 over pre-war charges, and as there was very little luxury travel in England during the war, this is really an additional charge on industry.
But this is not the worst. When decontrol was approaching it was found
that the British railways, like Coady that the British railways, like Coady of happy memory in our other Chamber, "had a claim," and the Government appointed a committee under Lord Colwyn, an eminent colliery owner and financial authority, to investigate it. This claim was for "deferred betterments," that is to say, for what the Government had not been able to do in putting the railroads in as good a position as when committee after a painstaking in-quiry, lasting five months, found that the railroads had direct claims totalling £158,000,000 and contingent

Those Having Sick Animals



ard as 1913, as far as possible; and claims for about £50,000,000 more, ard as 1913, as far as possible; and claims for about £50,000,000 more, when decontrol came the Government was to pay a sum sufficient to make ly Sir Eric Geddes made an amicable is the Highlind railway, a single in agreement with the companies by which they accepted a lump sum of £51,000,000 in full settlement of all erated during the war, and up to now.

Decontrol is to come in August 14, a fortnight hence, and the new Bill, which I will describe letter that the Railway Bill now before the company of the company of the Railway Bill now before the company of which I will describe later, is to pro- Mother Parliament is to provide for railway on the score of its winch I will describe later, is to provide for it. Under the existing status the payment of this money. But its bankrupt, I found though, to principal object is to provide for the seven million pounds or about seven
future of the ailways nearly all of population of Scotland is about teen shillings a head, allowing the which are facing bankkruptcy. In- millions, all but 300,000 of these population of the British Isles to be deed, Sir Wm. Granet, who was Brit- in the Lowlands or Southern M 45 million persons, to make good the ish railway controller during the and that in the Northern part, loss on operating, paying dividends war, stated recently in New York, and providing betterments for the that there was only one solvent rail-fiscal year ending March 31st, 1920, way in the British Isles, presumably and forty-six million pounds, or over his own—the Midland. It may be pound a head, for the fiscal year asked, why are they bankrupt? ended March 31, 1921, while for the answer is that if the Government lost line runs through unpeopled when the months to the decontrol date, so much on running them, it is unness, with branches to cities August 14, it is estimated that there will be a loss of about thirty-five million pounds more, due to the loss of traffic by the coal strike, the loss in April being nine millions. Similar losses being expected for May and June, during which months the strike shows that from 1896 to the start of the resilikely that the companies can make towns on the East, West and towns on the East, West and constraints the many and earn a dividend. Some authorities attribute their bankrupt-cy to the war alone. Geddes disputes this. He claims they were running behind for years prior to the war. He shows that from 1896 to the start of the resilikely that the companies can make towns on the East, West and East, West June, during which months the strike continued, and about eight millions for July and half of August. And, be it noted, the British taxpayer had to 1913 was only 4½ per cent. He ashaving to pay largely increased rates cribes this, curiously enough, to infor passages and freights all this time. efficiency in management. He says sea. Here, then, is a single line to move a ton of freight one mile on ours, even as to winter snow fall the American railways, 11/4 cents on in this country. I gather th the German, 11/2 cents on the French fact from this quotation and 2 cents on the British, In Am- speech:

to force an amalgamation of the English and Welsh railways, over eighty in all, into six groups, cover-ing different sections of the country, and hopes thereby to save about £25,000,000 on an operating expense of £76,000,000, which if realised, should give the companies a fair profit, and it is also proposed to permit them to fix rates, so as to assure marine menace, and over it also we been able to do in putting the railroads in as good a position as when
it took them over; and Lord Colwyn's
committee after a painstaking in
the way expected, though, is another question. However, it is interesting to compare this situation with ours. The Reids operated our railroad for nearly twenty years, not alone getting no dividends, but actualone getting no dividends, but actually putting up their own money every year to make good losses; enormous losses during the war, when the British railways were guaranteed upkeep and dividends, and now when the British railways are decontrolled, legislation is being provided to enable them to operate profitably in the future, while the utmost we can vision is this makeshift arrangement to enable us to "sidestep" this problem for another twelve months.

THE SCOTCH BAILWAYS.

Before leaving the general topic of British railways I would like to Cream at WOOD'S Restan

of 666 miles that runs through North of Scotland and alone set it, as the Reid line of 900 miles de our country. In a speech by Halford Makinder, M.P. for Gla who made a strong plea

Highlands, the larger half in area, the population is only this 300.00 of Newfoundland, Moreover is the further similarity that th highest point on our road,

...£105,000,000 erica they got 1,300,000 tons of freight over every mile. In Germany 746,000 tons, in Britain only 500,000 "pen any day in the winter, to tons. In America the load of a "a snow plough with three por tons." "should be a snow drift impeding due to various causes—the cost of building railways through a thickly settled country like Britain, where land costs are huge, the multiplicity of companies with directorates and managements duplicated abnormally, overhead costs unnecessary and the like. The Government now proposes to force an amalgamation of the "you have to dig the snow and the three locomotives out

"snow so that they can go at Over this single railroad during war were hauled all the commod ties for maintaining the life so trade of the Highlands, because a the lock of the signal of the the lack of shipping and of the st hauled to Thurso, its most point, and the jumping-off place in Scapa Flow, all the men, munitor Scapa Flow, all the men, mu and materials for the Grand based, as we now know, on the Orkney flord, and also for the National Control of the National Control dockyard, at Invergordon in Moray Firth, on one of its branch and the large garrison that protect it. Now that railroad is bankru our railroad, on which we

mainly for our existence d war, is also bankrupt and o cause of its war-time loss tion. Finally, may I remark proper place to go for a general our railway, if yo

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House of Assembly.

MONDAY, Aug. notice of motion.

It. Legrow—To move that a Select minimitee be appointed to enquire and report upon the following the made against me in the course debate by the member for St. John's debate by the member for ed some person two bottles of run come into the gallery of this Hous call the member for Harbor Grac

NOTICE OF QUESTION. M. P. Cashin-To ask Hou. th ir M. P. Cashin—To ask Hon. the me Minister if he has seen the an accement in the "Dadly News" Frimorning, that parties in Nort are seeking 1000 men to proto Labrador to do lumbering the Colony is a party to this, an Colony is a party to this, an thy; and if not what steps doe ose to take to see that our per a share of this work.

P. Cashin.—To ask Hon. e Minister, in the absence of Minister of Agriculture as to lay on the table of the House statement showing the amount rived during the past two years ar unt owed and yet uncollect he same periods, on account of t and licenses to be paid for the ting of timber mills around land, and to say what steps, if a vernment is taking for the m of the same.

M.P. Cashin—To ask Hon

e Minister, in the absence of Minister of Agriculture nes, to lay on the table of the H tement showing the quantity y, of pit-props and pulp wood red from this Colony the past ars and the amount received for

W. P. Cashin-To ask Hon. e Minister, in the absence of Minister of Finance and Custo representations have been n Government or to himself entatives of the Anglo-N dland Development Company the injurious effect which the taxes will have on the ope of that Company at Grand Fa so, what answer the Gove made to the Company.

M. P. Cashin-To ask Hon. ister, in the absence Minister of Finance and to lay on the table of the H me and Excess Profits Tax for the past two years and

linet Road Work to Star

is learned that work on the Co will begin in a short while. ntention to complete the roas Branch, and provision to t is being finalized. Messrs W. ivan and Sinuott, members of rict of Clacentia are rict of clacentia are to be conted on their efforts in inductions of the reflects in induction of the reflect and St. Mary's their ta Share of the special grant in for relief works.

oderate Prohibition

have received a communic the Chairman of the Mode tion Committee, discussing ibition Bill now in the hands ly, but regret that its length s us from giving it space. I r will put his views on this der the contribution.

W EXCURSIONISTS.—Owin atening state of the west only about 100 people e excursion trains

These are just of also a lot of other R including:—

White Indian Hea Dress Voiles and Dress Ginghams Wool Serges at o Fancy Coloured Khaki Drill and White Lawns and ROCK BOTTOM