# THE HISTORY OF A CRIME

## The Fight For The St. John Valley Railway---Review of Struggles To Secure The Road.

By W. Frank Hatheway, M. P. P.

No. 3.

In considering the Valley Railroad—the proposal of 1907, and again the onerous condition which met the 1909 proposal, I am led to the conviction that the Dominion cabinet was never anxious to see the road built.

For proof we have Sir Wilfrid's emphatic statement, "Levis to Moncton by the shortest route," the antagonism of the Nova Scotia members, aided by Mr. Emmerson, the unfair surveys of 1904-5,and the hurried survey of 1905-6, the latter done evidently to allay the conscience of Mr. Carvell of Carleton County.

Let any candid man compare the details of Sir S. Flemming's survey of 1864 with the valley survey of 1904-5, and he will wonder at the meagre report of the latter. It bears the stamp of some authority which said to Mr. Lumsden in 1904, "look well after that central route through N. B. to Moncton, but do not take much pains about the Valley route."

**The Unfair Surveys.**

Early in 1905, and again in March, 1906, the chief engineer, Mr. Lumsden, laid the reports of the Transcontinental Commission before the House of Commons. These documents proved that of the twelve surveying parties on the River route and on the back route, only four parties were detailed for the River Valley route. The back route had 1,467 days of work, the Valley only 238 days. Sir S. Flemming's report in 1864 gives pages of detail about the different possible valley routes. In addition to his main line he gives 12 alternate routes, six of which touched Fredericton. He says, "By crossing the river in the neighborhood of Fredericton, St. John may be reached much more directly by way of Oromocto and Douglas valley on a line carefully surveyed last summer by Mr. Burpee for the New Brunswick government. This would without question be the most direct central route from Canada to the harbor of St. John."

One of these routes was only 424 miles, Levis to St. John, another 449 another 451. The present I. C. R. route is 579 and the G. T. P. via Moncton to St. John is about 550 miles. The survey of 1904-5 reports on only two valley routes. The two Transcontinental reports referred to, virtually ignore the Valley route, and fail to mention the towns and villages as revenue producers, nor do they refer to the fertile farm lands on both sides of the river. They mention, however, the heavy timber growth and game resorts along the back route. Mr. Lumsden, the chief engineer, says in this 1905 report, "the back route is 17 miles shorter than the river route," and it may be 20 miles route will cost $1,500,000 more to build on account of longer bridges, etc., and after making an outside cost of operating the river route, he tells us that "the back route will open up a new country well adapted for settlement," and concludes in recommending "the adoption of the back route with a 0.4 per cent. grade rising eastward, and a 0.6 per cent. grade rising westward, as the preferable line." The unfairness of this report angered even Mr. Carvell. When it was stated in the House of Commons April 1906, that there were not 1000 persons living between Tobique and Chipman in touch with the proposed back route, Mr. Carvell called out: "There are not any," and again he said, "between the head of the Miramichi and Chipman there is not one person."

The Transcontinental report was one-sided, influenced no doubt by the cabinet which did not want to build down the St. John Valley. The shame of it is that this report was tacitly agreed to by the Tweedie-Pugsley government of that period, which government never moved hand or foot to change the decision. About that time a Liberal convention was held in St. John. A Mr. Porter, honest in his efforts to force the G. T. P. to build down the Valley, tried to get a resolution to that effect before the convention, but the power of the G. T. P. and Nova Scotia was too great. The little men of that day had to shrink away and hide this one genuine protest against the injustice to the Valley route. Then came the 1905-6 survey got up in haste to make those Carleton and Victoria county men feel that the government ought not to ask the G. T. P. to build a branch down the St. John Valley.

When the agreement was made in 1903, the G. T. P. was asked (it was put in the act) to build a branch from Port Arthur north west to the main line. Today that line is finished and trains can run from Port Arthur to beyond Edmonton, over 1200 miles of G. T. P. track. Port Arthur is a town of 20,000 people, and is ice-bound six months of the year. In the fall of 1910, the G. T. P. steamers at Port Arthur will take the western wheat to Grand Trunk terminals on Owen Sound and thence to Portland, Maine, and to the new seaport they are now trying to get in Rhode Island. The Grand Trunk controls $25,000,000 of the $45,000,000 G. T. P. stock and can and will fill Portland with western grain next fall.

So the Dominion government insisted that they build that branch northwest and it is built. Our Board of Trade asked that the government build the main trunk line down the Saint John valley. Refused. Then we asked through Mr. Blair and others that the G. T. P. be forced to build a branch from Edmonton down the valley. Refused. Again we found how mighty was the little town of Port Arthur, backed by the G. T. Pacific, by the Grand Trunk and by Nova Scotia. St. John had spent her own millions to build wharves, and the 80,000 people along the Volley route—these were as chaf in the eyes of this 1903 cabinet—and the little town of Port Arthur, ice-sealed for six months, and the almost barren stretches between Port Arthur and Winnipeg were like chosen tribes to our Ottawa leaders.

I have before me a pamphlet issued by the G. T. P., giving details of the agreement, the route, and a map of same. This map does not show any complete route to St. John, but does show one to Halifax, and the Grand Trunk, from Moncton, U. S. It states that they are to build a branch line from main line south to Port Arthur, and one southeast to connect at Gravenhurst in Ontario with the Grand Trunk system. The pamphlet speaks of the importance of this connection as follows: "Of incalculable advantage and benefit to this enterprise is its relation to the Grand Trunk Railway Company of Canada. With this unrivaled position, which can only be obtained by any transportation company after years of labor and experience, the new Transcontinental railway will at once become an **exclusive partner.**". This is the Grand Trunk Railway that owns a controlling interest in the G. P. P. Last month the agent of this railway appeared before the Rhode Island legislature urging the passage of a bill which would give them Providence as a United States port. They did not appear before the New Brunswick government last month seeking to build the Valley road. Oh, no. It was a third U. S. port they sought, not a Canadian port. Mr. Campbell, the agent of the Grand Trunk, said: "The main support for such a line must come from the grain traffic, large quantities of which the Grand Trunk would no doubt be able to control when its system west of Winnipeg becomes thoroughly entrenched in the grain areas." (See Daily Telegraph, March 31, 1910.)

Canada builds this main line from Moncton to Winnipeg and we then are to lease it to the G. T. P. and the G. T. at 3 per cent on the cost, and now already they seek to get foreign outlets.

Would it not have been reasonable and just to have said to the G. T. P. in 1903, "you should build a branch not only from the main line south to Port Arthur, but also from Grand Falls to Fredericton and St. John." It would have been fair to the far west for it would have given them "an exit to the sea at the least possible cost," fully 100 miles shorter than via the Moncton route.

After two years the Dominion government did yield and how magnanimous they were. A bill was passed in 1906 giving the G. T. P. the right to build 18 different branches. No. 18 said the G. T. P. may build (if they think it wise) a railway down the St. John Valley to St. John. It did not say "You **MUST** build," but it said "you **MAY** build." Does anyone believe they will? Dr. Pugsley offered them a guarantee of $15,000 a mile in 1907, but they did not even reply.

Why did the government give the authority in 1903 for the Port Arthur branch, and waited until 1906 before giving the authority for the St. John Valley branch? Wonderful gift, to authorize them to **BUILD DOWN THE VALLEY.** "Go forth," it said to the G. T. P. in 1903, "and build at once your branch line 200 miles from Port Arthur northwest to the main line. Hasten else the trade of this growing land will get into grooves through foreign countries. Make haste and heaven grant it be not too late." So spoke those leaders in 1903. And the G. T. P. with $25,000,000 stock, controlled by the Portland Grand Trunk got active and today that 200 miles are completed and next May the Grand Trunk at Portland will do a little trade for the G. T. P., and next winter it will do an enormous trade at Portland, Me. Today the Valley route lies bare and the people wonder why the east is not considered on a par with the west.

19th April 1910.

# Scott's Temperance Bill Given Quietus

## Measure Aimed at Regulating Transportation of Liquor Killed in Senate After Lively Debate---Prince Edward Island Advised to Follow Ontario's Example---Fisher's Invasion of Senate.

Special to The Standard.

Ottawa, April 19.—In the Senate today before the orders of the day Senator Lougheed said he had noticed persistent rumors in the press that Hon. Sydney Fisher was to come to the Senate. His advent, Senator Lougheed said would be hailed with satisfaction in as much as he would carry with him the important portfolio of Agriculture. The Senate in the past had two cabinet ministers among its members. He asked if the report was true.

Sir Richard said he would not advise Senator Lougheed to place too much reliance in what the papers said, particularly opposition papers, as to the intentions of the government. Attention would be given to the remarks of Senator Lougheed on the desirability of enlarging the government representation in the Senate. It would be a pleasure to him to have a colleague in the Senate. As to the rest of the question Sir Richard said Senator Lougheed would have to wait until the government had time to consider the important question he had raised.

Senator Lougheed said as he saw the statement in the Gazette he thought there must be something in it.

Sir Richard replied that in this case the Canada Gazette would be a rather better authority than the Montreal Gazette.

**Scott's Bill.**

In committee on Sir Richard Scott's bill to regulate the transportation of intoxicating liquors, and which is designed to prevent liquor being taken into Prince Edward Island where there is a provincial temperance law, Senator G. W. Ross thought the Senate should enquire if Prince Edward Island, though its legislature had done all it could constitutionally to accomplish its purpose. He argued that the legislature of Prince Edward Island is within its constitutional right in passing a law prohibitng absolutely the importation of intoxicating liquors into that province.

If it took that step it would be supplemental to the law prohibiting the sale of liquor, and if the province took that step it would be unnecessary for the province to apply to the Dominion Parliament for such legislation as Sir Richard Scott proposes or for any Dominion legislation at all.

If the province prohibited the admission of liquor from all parts of Canada, as from other countries liquor would be in the position of obscene literature or any other prohibited article, and could not be landed. If landed, liquor would be liable to seizure. That would be the case if the province exercised its full constitutional rights.

**A Drastic Law.**

Sir Richard Scott's bill would not prevent the importation to Prince Edward Island of liquor from any foreign country. The Island law should be amended to do that and in the meantime the Island might follow the example of Ontario where to cover the northern mining camps a drastic law had been passed by which liquor in transit to a prohibited district could be seized by officers who had power to search. He saw that only last week 1100 bottles of whiskey had been taken from vehicles in the Elk Lake district.

Prince Edward Island might well take advantage of this law and give the inspectors the right to examine every suspected package of goods landed anywhere in the Island, to seize all liquor found and hold it until it could be found whether or not the liquor was intended for sale or for private consumption. That would be carrying out the principle of the customs law of going after the contraband goods and not after the transportation company which handled them.

Any province should legislate up to its constitutional limit before seeking Federal legislation and should Prince Edward Island do this and then find that its measures were not effective he would be willing to give them Federal aid.

Senator Ross criticized the Prince Edward Island temperance act which closed every tavern door but left it wide open to the individual to import liquor for himself up to five gallons. That was a weakness in the law which the legislature would do well to correct.

Senator Beque thought that instead of making a new statute to prohibit the importation of liquor into P. E. Island the object could be more easily accomplished by a simple amendment to clause 117 of the Canada Temperance act.

Senator Cloran said the bill seemed monstrous to him.

Sir Richard Scott said he would be prepared to make an amendment to the law which would render transportation companies not liable if they carried liquor into Prince Edward Island without being aware of what they were handling.

Senator Domville opposed the bill proposed by Sir Richard Scott. He saw no reason why it should pass.

Senator Cloran's motion to rise and report progress was declared lost.

Senator Domville then moved that the committee rise, and thus kill the bill. This was carried by a vote of 29 to 20.

# FRIEL'S TRIAL FOR MURDER BEGUN

Houlton, April 18. —Whether or not his assailant stood in the province of New Brunswick or in the State of Maine when he fired the fatal shot,the apparently cold-blooded preparation for taking human life, and the deathbed conditional forgiveness were features which combined to make unusually interesting the trial which began Monday before Associate Justice Albert R. Savage in the supreme court, of Charles R. Friel, aged 19, on the charge of murder for the killing of his uncle, John Friel, at Amity, Nov. 1.

Ellis Black, aged 26, was indicted on the charge of aiding and abetting, inciting and counselling Friel in the deed, but the cases will be tried separately. If Friel is found guilty, Black then will be on trial. If Friel is not convicted, there consequently will be no case against Black.

Following the shooting which occurred early in the morning when John Friel was called out of his house to settle some differences which arose the previous evening and was shot in front of his home, Friel told the postmaster, according to the latter, that he had shot his uncle and had seen him fall. The next afternoon, this conversation is alleged to have taken place between the two men:

"Jack, I'm sorry I did this. I never meant to do it;won't you forgive me?"

"Yes, I forgive you, Charlie."

Flier hesitated a moment, then added:

"But if I get out of this, I'll fix up

"But if I get out of this, I'll fix it up with you."

He died the next morning.

# POULIN ON STAND IN LUMSDEN INQUIRY

Ottawa, April 19.—S. R. Poulin the engineer in charge of district F, of the National Transcontinental Railway in succession to Major Hodgins gave evidence before the Lumsden committee today. He said he had received his instructions from Mr. Lumsden himself. His orders were to push forward the work.

In reply to Mr. Crisler he mentioned that one method of hastening the work was to erect in some cases temporary trestles over parts which could be filled in as excavation proceeded. As to classification his opinion was that $100,000 would cover the difference due to misunderstanding of the orders issued.

# OPPOSITION MEMBERS AT OTTAWA IN CAUCUS

Ottawa April 19.—The opposition members held a caucus today at which the work during the remainder of the session was discussed. As many motions as possible will be pressed, and there promise to be six or eight sharp debates before prorogation comes.

# WESTWOODS AT MONTREAL

## Prize Fat Boy and Girl Who Came to St. John on S. S. Lake Erie Attract Attention in Metropolis.

(Montreal Star.)

When 342 pound 12-year-old Wilfie Westwood stepped on the Montreal train, at St. John, N. B., after landing from the steamship Lake Erie, he handed the conductor 5½ tickets. The official eyed the lusty lad thoughtfully, looked at the five fares, and said, "Yes, those will cover your fare all right." But the tickets were meant for the whole Westwood family, who are returning to their home in New Zealand, and are in Montreal today. In fact Wilfrid Westwood, who is said to be the biggest boy on earth, and certainly is twice the weight and height of the ordinary man only paid half fare, on account of his age. Mr. Westwood, father of the boy, and ex-Mayor of Texton, N. Z., insisted on his rights when buying the tickets, and told the agent that if he intended to charge for mere avoirdupois and bulk then there would have to be a refund on the fare of Mrs. Westwood, who falls short of a hundred pounds in weight The agent allowed the biggest boy to pass without question after this, but he demanded, and received, full fare for Mistress Ruby Westwood, who tips the scale at 300, and is still sweet sixteen.

The Westwood family are returning to their New Zealand home, which they left three years ago on a trip around the world. When the party of seven were leaving Wellington, N. Z., at the beginning of the trip, the ship's doctor demurred at carrying the abnormal children, declaring they must certainl be unhealthy, and unable to stand the heat of tropical seas But it appears he changed his mind and afterwards pronounced the Westwood babies well constituted. Wilfrid is so big his clothes have to be specially built for him; there is absolutely no chance of using papa's cast-offs. On occasions ships bunks and sleeping quarters have to be made over to suit the children's forms. The rest of the Westwood family are normal, but, perhaps, not a little envious of the attractive qualities of Wilfred and Ruby. On an average they are gaining 28 pounds a year, so great things are looked for in thef uture. They are staying at present at 36 Victoria street.

# YESTERDAY'S RESULTS IN BASEBALL

Boston, Mass., April 19.—(American game. Exactly seven persons paid cash to see the game played yesterday at a salary in this city, said the Boston's defeat Washington, 5 to 4 in an exciting contest this afternoon. The visitors were two runs ahead when Boston went to bat in the ninth, but a base on balls and three successive hits gave the locals the game. The immense crowd was beyond control of the police and repeatedly closed in on the field so far that the game was greatly delayed. The score:

**Washington.**

| | AB. | R. | B.H. | P.O. | A. | E. |
|---|---|---|---|---|---|---|
| Milan, c.f. | 2 | 1 | 1 | 1 | 0 | 0 |
| Schaefer, 2b | 3 | 0 | 1 | 2 | 0 | 0 |
| Lelivelt, l.f. | 5 | 1 | 1 | 2 | 0 | 0 |
| Elberfield, 3db. | 4 | 2 | 0 | 0 | 1 | 0 |
| Gessler, r.f. | 4 | 0 | 1 | 1 | 0 | 0 |
| Unglaub, 1b | 4 | 0 | 2 | 11 | 0 | 1 |
| Liebride, s.s. | 4 | 0 | 0 | 1 | 3 | 0 |
| Street, c. | 4 | 0 | 0 | 7 | 1 | 0 |
| Johnson, p. | 4 | 0 | 0 | 0 | 5 | 0 |
| Totals, | 34 | 4 | 6 | 25 | 10 | 1 |

**Boston.**

| | AB. | R. | B.H. | P.O. | A. | E. |
|---|---|---|---|---|---|---|
| McConnell, 2b | 4 | 0 | 1 | 1 | 4 | 0 |
| Lord, 3b | 3 | 0 | 0 | 3 | 2 | 0 |
| Speaker, c.f. | 4 | 0 | 0 | 2 | 0 | 0 |
| Stahl, 1b. | 4 | 0 | 2 | 11 | 0 | 0 |
| Wagner, s.s. | 3 | 1 | 1 | 3 | 5 | 1 |
| Niles, r.f. | 3 | 2 | 2 | 0 | 0 | 0 |
| Hooper, l.f. | 4 | 1 | 2 | 0 | 0 | 0 |
| Carrigan, c. | 4 | 0 | 1 | 7 | 0 | 0 |
| Wood, p. | 2 | 0 | 0 | 0 | 2 | 1 |
| French, ** | 0 | 0 | 0 | 0 | 0 | 0 |
| Hall, p | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals, | 31 | 5 | 9 | 27 | 13 | 2 |

Washington.. .... .... 001100020—4
Boston.. .. .. .. .... 000000203—5

*One out when winning run scored.
**Batted for Wood in 8th.

Two-base hits, Stahl, Niles (2). Hits off Wood, 6 in 8 innings. Sacrifice hits, Schaefer, Lord, Niles. Stolen bases, Milan (2); Schaefer (2), Hooper, Gessler, Unglaub. Left on bases, Washington 8; Boston 5. First base on balls, off Wood, 2; off Johnson, 2; off Hill, 2. First base on errors, Washington, 2. Struck out by Johnson, 6; by Wood, 6.

Time 2.13. Umpires, Connolly and Dineen.

Chicago, April 19.—Score:—

| | | | |
|---|---|---|---|
| Chicago ... .. .. | 000000000010—1 | 6 | 1 |
| Cleveland .. .. .. | 000000000011—2 | 5 | 0 |

Batteries—Smith and Payne; Berger and Bemis. Time, 2.40. Umpires, O'Loughlin and Perrine.

**National League.**

At New York — Boston-New York, rain

At St. Louis—Chicago- St . Louis, cold weather.

**Exhibition Games.**

At Fall River—Toronto (Eastern), 2; Fall River (N.E.), 0.

At Lawrence—Lawrence (N.E.), 5; Rochester (Eastern), 2.

At Springfield—Springfield (Conn.), 10; Dartmouth, 0.

At Lynn—Lynn (N.E.), 10; Hartford (Conn.), 4.

At Worcester—Holy Cross, 9; Cornell, 1.

Boston won the morning game 2 to 1.

# 3 KILLED, NOT 25 IN G.T.P. ACCIDENT

Montreal, April 19.—Full details of the accident on the National Transcontinental Railway at Coocoocache, in which 25 men were reported killed, reduce the number to three killed and six injured. The accident was caused by a temporary bridge giving way under a ballast train.

# NAVAL DEFENCE BILL DEBATED IN COMMITTEE; OPPOSITION SCORES IN VIGOROUS ATTACK

Continued from page 1.

drographic survey, the tide survey and the wireless service. The premier added some particulars as to these subsidiary services which are to be taken from the marine and fisheries and given to the naval service department giving a list of the ships employed, of the wireless stations established, etc.

**Section Four.**

The bill slipped through rapidly until section four was reached. This is that: "The comamnd in chief of the naval forces is vested in the King and shall be exercised and administered by His Majesty or by the governor general as his representative."

Mr. Northrup objected that this is inconsistent with the B. N. A. act.

"It is the same as in the Militia act," said Sir Frederick Borden.

Mr. R. L. Borden cited section 15 of the B. N. A. act. "The comamnder in chief of the land and naval militia and of all naval and military forces of and in Canada is hereby declared to continue and be vested in the Queen."

Sir Wilfrid Laurier said that the clause in the B. N. A. act respecting the whole executive government is worded in exactly the same way.

**Royal Perogative.**

Mr. Northrup rejoined that it was one thing for the monarch to delegate his powers and another for parliament to assume to delegate them for him. He went on to argue that the Royal Navy is under royal prerogative to a much greater extent than is the army.

Sir Wilfrid Laurier replied with a constitutional argument to the effect that the armed forces of Great Britain are wholly under parliament.

Col. Sam Hughes recalled the fact that in 1870 Mr. Gladstone abolished purchase in the army by an exercise of royal prerogative in the teeth of parliament.

Sir Wilfrid Laurier was disposed to criticise Mr. Gladstone's action. That statesman had been a Tory in his younger days and perhaps reverted to his Toryism on that occasion.

Major Currie described Todd, whom Sir Wilfrid Laurier had quoted, as a very hazy authority and got into an argument with the Premier on the subject of the command of the armed forces of the crown.

Mr. R. L. Borden observed that the situation here is different from that in Great Britain in that the British constitution is unwritten and that of Canada is written. Parliament was bound by section 15 of the B. N. A. act. What then was the object of the section in this bill which purported to limit the section of the B. N. A. act?

**Mr. Aylesworth.**

Mr. Aylesworth delivered a defence of the loyalty of the Liberal party, professed his attachment to British institutions,and defended the bill against the aspersions of the Opposition that this clause was an encroachment upon the royal prerogative. Passing on to sections 17 and 18, permitting the government to place the Canadian naval force at the disposal of the Imperial authorities, held that the Imperial act of 1865 authorizing the establishment of colonial naval forces distinctly contemplated and authorized such action.

The discussion turned to a point of draughtsmanship on which the government yielded. In this phase Mr. C. J. Doherty came to the front and made his point. His opposition to the bill he said went much deeper than any matter of clauses and the government must take full responsibility for the measure. But he desired to know whether Mr. Aylesworth held that the Canadian parliament had power to vest command in any other than where vested by the British North America act.

**Point Admitted.**

Mr. Aylesworth after some fencing, agreed that section 15 of the B. N. A. act determined absolutely all matters dealt with by it. However, the control would be exercised by the government of this country.

Mr. Doherty, in reply, pointed out that the Premier's parallel between section 9 and section 15 of the B. N. A. does not hold. Section 9 deals simply with the executive power. Section 15 applies not only to the Canadian forces, but to Imperial forces which happen to be in Canada. Then the militia act of 1868 had the corresponding clause phrased in this way: "As provided by the 15th section of the B. N. A. act.," "the command in chief," "is vested in the Queen," etc., they should have adopted that reading.

Mr. Borden also declared that the Government must take responsibility. He then cited Sir Charles Fitzpatrick's opinion expressed in 1904 when the prezent militia act was being framed. On that occasion the then minister of justice had advocated the dropping of this clause as unnecessary in view of the section in the B. N. A. act. The Canadian Parliament had no power to confer command on the King. On that occasion Sir Wilfrid Laurier had been disposed to agree with Sir Charles Fitzpatrick.

**An Agreement.**

This finaly brought Sir Wilfrid Laurier to an agreement. He thought that there was no difference but agreed to ammend the clause to read that the command in chief is declared to continue and be vested in the King, etc.

Mr. W. F. MacLean wanted an assertion of the equality of the Canadian with the Imperial Parliament.

Major Currie feared that if the control of the navy was virtually handed over to the premier, the navy might be used by one part of the nation to coerce another part.

The section passed as amended.

Consideration of the succeeding clauses was taken up. The Premier was asked his intention as to building ships in Canada or in Great Britain. He replied that the Government will ask for tenders for the earlier ships and will be guided by the tenders whether the vessels will be built here or abroad. He could not say in what place in Canada the shipbuilding might be carried on.

**The Niobe.**

The Niobe would be stationed in the St. Lawrence with headquarters at present undecided so Sir Wilfrid Laurier said in reply to a question.

Mr. Blain protested that the ships should be built in Canada. It was remarked that the Niobe at full speed burns 17 tons of coal an hour. This brought out a calculation by Mr. Geo. Taylor at $5 a ton this meant $85 an hour; or $2040 a day, or $744,060 a year. Sir Wilfrid replied that the Niobe would not sail at top speed all the year round.

Mr. Borden submitted a calculation as to the cost of the navy for the first ten years. It worked out to $58,484,040.

**The Details.**

The details were: Cost of upkeep including the purchase of the Rainbow, first four years, $6,935,000; cost of eleven ships at Candian prices, $15,043,000; upkeep for six years, $25,500,000, interest depreciation, etc., $8,906,000. Total, $58,484,040.

Sir Frederick Borden declined to discuss this estimate. It should be discussed in supply.

After a good deal of disultory discussion during which Sir Wilfrid Laurier proved utterly unable to answer any question of detail the house took up clause 18, the notorious clause which declares that the Canadian government "may" put the navy at the disposal of the admiralty in case of war.

The most important discussion of the day was that on this permissive clause. Mr. Borden lead in the attack on this. He did not see how Canada could be neutral when the rest of the Empire was at war.

**Laurier's Position.**

Sir Wilfrid Laurier said that if the Empire was at war Canada would be at war, but that it did not follow that Canada should take part in the war. It might be so remote that she could not.

Mr. Borden rejoined that the whole fate of the Empire might be decided while the Canadian government was making up its mind. The issue might be decided in ten days. Abstention by Canada might decide the fate of the Empire adversely. The government's plan was unworkable. He was not talking of Indian frontier wars, he was talking of a war in which the Empire would be engaged with a strong naval power. The Canadian ships would fly the Empire flag. If they flew the British flag they would be subject to attack. If attacked would they defend themselves, or would they signal "Don't shoot, the governor in council has not made up his mind?" Or would they fly a neutral flag? Or strike the British flag? Would they fight, surrender or go out of the Empire?

The government scheme was unworkable. There was the tremendous consideration that one week's delay might decide the fate of the Empire. Again, would the converse apply to Great Britain? If a Canadian vessel were attacked should Imperial warships wait for a specific decision by the Imperial government to defend her?

**Three Mile Limit.**

Col. Hughes added that in time of peace Canadian war vessels as such would have no right to go beyond the three mile limit.

Sir Wilfrid Laurier said that Canadian ships should not go to war "mechanically" in to the wars of the Empire. It was a national duty for Canada to have a navy, but it was a great mistake to assume that a country in her position should be put at once on the same footing as a country like England. If England were to be engaged in a war which would tax her resources, which would put her naval supremacy in the balance, in the scale of destiny, a wave of enthusiasm would sweep over Canada and the Canadian government would go to the assistance of the Mother Country. There were wars which would not tax England's resources, which would not imperil her, in which it would be folly for Canada to take part. The Crimean war was a case in point. It had been useless, causeless, senseless. Another instance had been the Egyptian war of 1882, with the episode of the bombardment of Alexandria. Should Canada have taken part in it? As for the big wars, the government must take action and be responsible to the people. If a Canadian vessel were attacked in the high seas, it would defend itself.

**To Fight Or Not To Fight?**

Further questioning drew from Sir Wilfrid Laurier this interesting statement. If a hostile vessel attacks the Canadian ship, the latter is to fight. If the hostile vessel meets the Canadian ship and does not attack her, the latter is not to attack.

How about our ports and harbors? asked Mr. Borden. May a hostile vessel use them pending the decision of the Canadian government?

The premier did not find it convenient to answer this.

Mr. Borden proceeded to put two or three possible specific cases bearing on this singular attitude of introductory neutrality.

Case 1.—Certain foreign powers equip their merchant ships with guns which they carry in the hold, on the out-break of war these vessels are to mount their guns, hoist a war flag and attack the commerce of the country with which they are at war. Can such a vessel belonging to a country at war with Great Britain, prey on British commerce under the guns of a Canadian cruiser without interference so long as she does not fire on that cruiser?

2.—Suppose a Canadian cruiser saw British ships attacked, must she remain idly by?

3.—Suppose a Canadian vessel were attached for training purposes to an Imperial fleet, and that fleet upon some emergency were to be ordered by its admiral to attack. Should the Canadian vessel refuse to fight?

**No Reply.**

Sir Wilfrid Laurier practically made no reply to these questions. "These hypotheses," he said, "would apply equally to the Royal Navy. Ships would sail under sealed orders instructing their commanders what to do in emergency, and so on."

Mr. Borden pressed the point that Canadian naval forces should be on the same footing as the Imperial forces. That was the only workable theory. The government's scheme was absolutely unworkable and absolutely dangerous.

Mr. Fielding came to Sir Wilfrid Laurier's relief with some curious arguments. Suppose there was an insurrection in Saskatchewan or suppose England went to war with Switzerland, should the Canadian navy instantly be put under the admiralty.

"The Swiss navy is the only one your navy could fight," said the opposition.

**The People's Right.**

Mr. Fielding said that even if a big war occurred the people of Canada who paid for the ships should have the right to say what part the ships should play. He went on hastily to say that he had no doubt as to the manner in which that right would be exercised. Whether the war were just or unjust it would be the duty of the government of Canada to join.

The Canadian people through parliament have a right to say now how the ships will be used, Mr. Borden retorted; but he went on, how was it that Mr. Fielding said that Canada would fight, just or unjust, while Sir Wilfrid Laurier was all for deciding when the occasion arose whether the war was just or unjust and governing his actions accordingly.

Sir Wilfrid Laurier hastily denied that he had said this, but Mr. Borden reminded him of his language on the Crimean war.

**The Old Dilemma.**

The discussion ran on. Mr. Borden once more put to Mr. Fielding the dilemma: Suppose a Canadian cruiser saw a hostile cruiser attacking a Canadian merchant ship.

Mr. Fielding—There is no such thing as a Canadian ship on the ocean.

"Put that in the bill," instantly replied Mr. Borden, amid loud Conservative cheers.

"It is not necessary," replied the Minister of Finance.

A moment later Mr. Fielding said that until we developed a system whereby the overseas Dominions have a voice in the making of wars, we must be content with the present machinery and accept the work of the British government.

The clause was carried at 9.10 o'clock.

The rest of the bill went through with several amendments, the most important being one enabling the government to take over the private dock yards, works ,etc., with the men.

The naval service department will have a staff of 28.

Third reading comes up tomorrow.

**Premier Worsted.**

One incident of the day was the complete worsting of the Premier by Dr. Daniel. The doctor brought out the fact that the Niobe at full speed burns 17 tons of coal an hour. The Premier denied this.

"I got it from a naval annual," said Dr. Daniel.

"You produce your authority and I'll produce mine," said the Premier.

Dr. Daniel forthwith brought out the source of information, Janes' "Fighting Ships." This well known authority says that the vessel burns the amount of coal Dr. Daniel mentioned.

Sir Wilfrid Laurier had nothing to say.

The house went into supply, passed a few estimates and adjourned at midnight.

# JOHNSON IN ROLE OF LIFE SAVER

Chicago, April 18.—Jack Johnson, the fighter, has started to pack up preparatory to leaving for his training camp in San Franciscon ext Thursday.

His big touring car, which will be a part of the training camp, will be shipped tomorrow and the following day his baggage and gymnasium outfit will be sent.

Jack Johnson early today assisted firemen in rescuing two men and a woman who were buried under the wreckage of an automobile which turned turtle with four passengers while speeding through Jackson Park. Johnson with his trainer was passing in his car and went to the rescue. Johnson attempted to lift the overturned car, but failed. He sent his trainer to call a hook and ladder company.

A dozen firemen, assisted by Johnson, lifted the wrecked car. The injured persons were then put into Johnson's car and rushed to a hospital.

# MIRAMICHI RIVER IS FREE OF ICE NOW

Chatham, April 19.—The bark Skien came in last night from St. Thomas, and went up this morning to Newcastle, where she will load deal for Mr. Ritchie. This is the first ocean going vessel to arrive this season and marks a new record. Harbor Master Walls said this morning that this was the earliest ocean arrival within his memory, and it is stated that not since 1842 has there been as early an arrival.

# LATE SHIPPING

Boston, April 19.—Ard, schs Vaughn, (Br), from Sheuburne, N S; Barcelona (Br), from Windsor, N S.

Boothbay, Me., April 19.—Ard, schs Lizzie J Call, from Liverpool, N S.

City Island, N. Y., April 19.— Bound south, sch Helen Montague, from Bridgewater, N S.

Perth Amboy, N. J., April 19—Sld, schs Maple Leaf, for Halifax; Muriel, for do; Lucille, for St. Andrews, N. B.

**Anna B. MacDougall.**

At Long Reach, Kings County, on April 13th, after a lingering illness, Anna Belle MacDougall passed peacefully away. Miss MacDougall was a daughter of the late Daniel MacDougall. She is survived by four brothers and three sisters. She was laid to rest in St. James Church cemetery, on Saturday morning, April 16th.

**D'ISRAELI ASBESTOS CO'Y., INC.**

Creditors in St. John for goods supplied or work done for the Company will please send statements of their accounts to the undersigned at the office of the Company, 23 Metropole Building, Sherbrooke, Quebec, with a view of their being audited and paid.

April 20th, 1910.

WILLIAM BANKS,
Treasurer.